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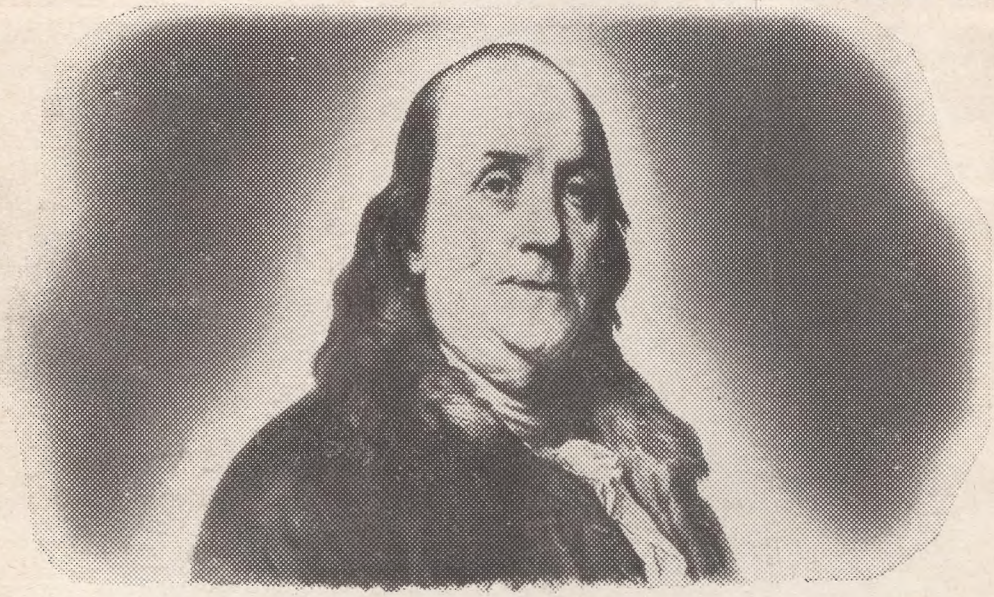

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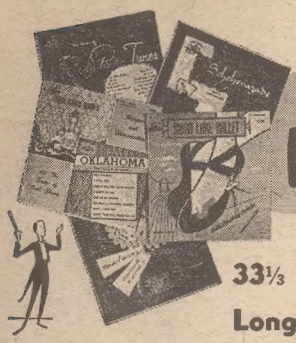

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1300 GRIEG: PEER GYNT SUITES NOS. 1 & 2
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PIANO MELODIES OF DEBUSSY—Arthur Sanford at the Piano—Clair de Lune, Reverie, etc.
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1343 AN HOUR WITH IRVING BERLIN: Soft Lights and Sweet Music, All by Myself; They say it's Wonderful
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How I foxed the Navy

by Arthur Godfrey

The Navy almost scuttled me. I shudder to think of it. My crazy career could have ended right there. Who knows, I might still be bumming Chesterfields instead of selling them.

To be scuttled by the Navy you've either got to do something wrong or neglect to do something right. They've got you both ways. For my part, I neglected to finish high school.

Ordinarily, a man can get along without a high school diploma. Plenty of men have. But not in the Navy. At least not in the U. S. Navy Materiel School at Bellevue, D. C., back in 1929. In those days a bluejacket had to have a mind like Einstein's. And I didn't.

"Godfrey," said the lieutenant a few days after I'd checked in, "either you learn mathematics and learn it *fast* or out you go. I'll give you six weeks." This, I figured, was it. For a guy who had to take off his shoes to count above ten, it was an impossible assignment.

I was ready to turn in my bell-bottoms. But an ad in a magazine stopped me. Here, it said, is your chance to get special training in almost any subject—mathematics included. I hopped on it. Within a week I was enrolled with the International Correspondence Schools studying algebra, geometry and trig for all I was worth.

Came week-end liberty, I studied. Came a holiday, I studied. Came the end of the six weeks, I was top man in the class. Within six weeks I had mastered two years of high school math, thanks to the training I'd gotten.

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LEST WE FORGET

WILLIAM R. KNAPKE

THE OLDTIMER and Tom were on the front porch of Tom's home which faced a small railroad yard. They had been sitting in the silence that congenial friendship enjoys, their eyes following the movement of a freight train coming into the yard. Suddenly the oldtimer laughed. "See that scale test car, Tom?" and he nodded at one of those squatty, four-wheeled, all-metal little cars that was in the train. "Well, I never see one of them that I'm not reminded of the orneriest trick I ever helped to do to a railroad."

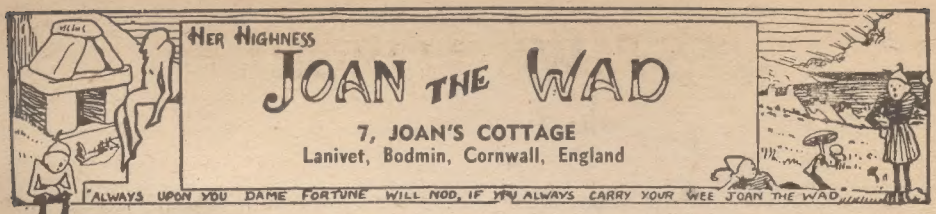
Again the oldtimer chuckled reminiscently. "I was braking on the Santa Ana local on the Southern Pacific. It was a night run making a round trip, nightly, from Santa Ana to Los Angeles and return. At Santa Ana the Santa Fe tracks paralleled ours, about two hundred feet apart. The Santa Fe passing siding was between its main line and ours and that siding was a part of a joint wye used by both roads. Also leading off the west end of that siding was a storage track and an interchange track. The stem of the wye was the SP's Second Street spur. Due to the fact that the wye was joint track and the further fact that the two roads had a very heavy interchange of cars, their siding was supposed to be left clear of cars. We came into Santa Ana about 2 a. m. with twenty empty flatcars to place on the Santa Fe interchange track.

"The night was extremely dark, though the sky was clear. The head brakeman lined for Second Street, I jumped off, dashed to the switch and threw it, glancing up the track as I did so. I could see the swingman's light as he walked to line the interchange track, and apparently there was nothing between us. I threw the switch and loped over and onto the flats. Getting off at the wye switch, I lined it and we came sailing back around the leg of the wye. I was riding the leading car and all at once the light from my lamp reflected from a pair of wheels. One wild-eyed swing of the lamp was all I had time for, and—kerwham—we registered against one of those squatty, all black test cars, just like that one," and again the oldtimer indicated the car in the train, "Well, sir, at 2 a. m. and in the quiet of the night, that collision sounded like the crack of doom, but fortunately all the flats had steel underframes and no damage resulted. We shoved it into the storage track and the flats onto the interchange. The swingman said, 'Let's teach those birds a lesson.' 'All right,' I agreed and we coupled into the test car and took it down the west leg of the wye, then shoved it up the east leg.

"Leading off the east leg was an old unused spur, overgrown with brush, weeds and sunflowers ten or twelve feet tall. We lined the switch for that spur and gave the car one hell of a kick into it, turned the engine and went peacefully home and slept the sleep of the righteous. The next day the Santa Fe scale test man came to test their scales. No test car. This conductor had set it out, no other conductor had picked it up. There was much hullabaloo and telegraphing, and it began to rain trainmasters, supervisors, assistant superintendents and what have you around Santa Ana, and this kept up for the next two days.

"Finally, somebody spotted the car and they dragged it out. Nothing was ever said to us, though I know damn well they were wise. Also we never found another car on that siding.

"There was another incident at Santa Ana that was funny after it was all fixed up. That Second Street spur I spoke of as being the stem of the wye—it ran down the center of the street for about a mile,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AS LUCK BRINGER. Mrs. Verna Gallagher of Rivers, Man., Canada, writes 20-5-52: ". . . thank you most sincerely for my Joan. I firmly believe it was my beautiful Queen that changed my luck. On May 7, 1952 I won $1,000 on a sweepstake ticket after receiving my Queen only one day . . . shall always be most grateful to her. Hope others will get one. Many friends are going to send for one too. Thanking you again."

AS MATCHMAKER. Chew Loy Kang of 28, Exeter Rd., Singapore, writes 17-7-52: "Thank you for the wonders you have done for me. Since I sent for Joan the Wad I have been lucky at the races and also found that people have been kindly and friendly to me. But best of all, I have found a partner whom I love very much. I have J.T.W. with me wherever I go."

VERY HAPPY. Mrs. Alice Nielsen of Larsbjornsstrade, Kobenhavn K, Denmark writes 1-9-52: "Enclosed you will find P.O. . . . will you please send me two Jack O'Lanterns. Already have two of your Queens . . . my husband and I are very glad . . . we have both been very happy. Also, this week I have won on the Danish football coupon, so will you please thank Queen Joan for us."

JOAN THE WAD'S achievements are unique. Never before was such a record placed before the public. Ask yourself if you have ever heard before of anything so stupendous. You have not. Results are what count, and these few Extracts from actual letters are typical of the many hundreds that are received, and from which we shall publish the selections from time to time. We unreservedly GUARANTEE that these letters were absolutely spontaneous, and the originals are open to inspection at JOAN'S COTTAGE. Send at once for this PROVED Luck Bringer. You, too, may find benefit in Health, Wealth and Happiness to an amazing extent.

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then veered over onto a piece of land and became two short team track spurs. These two tracks butted against the sidewalk of a cross street. It was downgrade all the way from our main to the end of the track, so frequently we'd start some brother off to ride a car or two down to those tracks. He'd ride 'em down and start sauntering back, usually finding the engine coming down to pick him up.

"One night we had two flatcars loaded with lumber for those team tracks. We had an extra brakeman that night, as the regular head man was laying off. The swingman asked this brother if he'd ever been on the run before and if he knew those spurs. "Sure. Hand 'em to me," says this wise guy and the swingman amputated 'em and the brother was away from there. We made a few more passes, then started down after the brakeman, but we couldn't see his lamp. So we kept going clear down to the end and there was that scissorbill leaning against one of the cars—but both cars were clear across the cross street and about half the length of the front car was sticking through the wall of a warehouse. The owner of the warehouse was a good Joe and didn't make any kick, and the swingman and I begged some lumber from a lumberyard and we fixed the busted wall. Our worthy brother was soon gone from there, and you can bet that we knew who was ridin' 'em when any more were coasted down Second Street."

TOM got out of his chair and went into the house, returning in a few minutes with a couple of tall bottles of some amber colored fluid. He grinned, "Oil the machinery, oldtimer. Get lubricated and give. I wanna hear some more of those oddments you've encountered."

The oldtimer filled his glass, took a swallow or two, his eyes following the movements of crew and cars on the railroad tracks. Apparently he approved the way the men were performing their work, for he nodded with satisfaction as a car kicked half the length of the yard coupled gently to other cars on the same track. Looking around at Tom, he grinned, "You never get tired of listening to these yarns of mine, do you? Seems to me a fellow as interested in railroading as you are would have been in the business, instead of being a druggist. But a lot of fellows would rather be doing some other job than the one they work at. If you care to listen to me spiel, I'll sure dish you an earful." He lowered the beach line in his glass again, then said, "Watching those guys shuffling the rattlers reminds me of a fancy stunt we pulled one night on the Santa Ana local. We had an unusually short train and when we made our setouts at Studebaker, I sized up our remaining cars and said to Charlie Henry, the swingman, 'We can make a fancy move at Norwalk.' 'Yeh,' he said, 'I know what you're figuring on. Set 'em out without stopping! Let's try it.'

"The way the cars stood in the train was this—four empty oil tanks just ahead of the crummy, then three boxcars, the rear two for the team track, and the head car was merchandise for the freight house. At Norwalk, the first switch was to the oil spur, and the next led to the combined team and house tracks. As we came into Norwalk the skipper cut off and held back the crummy, and I pulled the pin ahead of the oil cars. Bosco, the headman, dropped off and handled the oil track switch, letting my four cars in on the spur and lining back for the crummy to follow down the main. Charlie had caught on just ahead of the other three cars and had jerked up the pin. As the head end went over the team track switch he dropped off and threw the switch, caught on behind one, stepped on the cutoff lever, scrambled up the ladder and set the handbrake, raced down again and lit out after the merchandise car. The tallowpot, Harry O'Neil, was standing in the gangway and when he saw the house car rolling away from Charlie, he promptly jumped off the engine and started to catch the car to keep it from going past the freight house. But seeing Charlie was overtaking the car, he ran back and boarded the engine. When I rode the

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tanks into the spur I stopped 'em, then ran over to the house track switch, lined it to let the crummy down the main and got on the caboose as it rolled past. The swingman had the bills, which he dropped in the waybill box by the freight house door. He then ran over and loaded onto the crummy, which overtook and coupled onto the barely moving head end, and we highballed outta town, having set out seven cars at three spots without either caboose or engine coming to a stop. Foolishness? Sure, but we were young and full of vim, had high pride in our ability as car hands, and stunts like that were a challenge to our skill."

The oldtimer paused while he filled and lit his pipe, squirmed down to a more comfortable level, then glanced around with a grin, "I dunno just what brings this to mind but one of the oddest little mishaps I ever saw happened while I was braking on the Cotton Belt. That road, at that time and maybe yet for all I know, had caboose stoves with legs about seven or eight inches tall. These legs were hollow and the bolts that secured the stove passed from the top of stove down through the legs, through the floor and were fastened on the underside. Well, I was the parlor shack and we had just passed Lewisville, Ark., enroute to Texarkana. At Lewisville Jct., where the Shreveport branch begins, the engine kept on toward Texarkana but the tank decided to go to Shreveport. Naturally there was a bit of confusion. The skipper was sitting at his desk when the big bang came off. It turned him over in his chair and skidded the two of 'em right against the stove, ramming his head underneath it clear up to his chest. Somehow in the scramble he got his legs all tangled through the rungs of the chair, one leg of which got behind a stove leg and there he was, unable to pull himself free.

I WAS in the cupola with my legs stretched straight out when the slack rammed in. It shot me forward, my knees came up as my head bobbed forward and one knee and my chin jolted together, momentarily stunning me. When my head cleared I wondered what had happened to the skipper. I didn't wonder long. The language that was coming from under that stove was something to marvel at. I've heard mule skinners, sailors and other profanity artists in my time but that skipper had 'em all backed off a country mile.

"I got down from the cupola, worked the chair free, got the gent by the legs and dragged him out to the accompaniment of grunts, groans and more curses.

"Aside from a badly skinned ear and a half dozen bruises, here and there, my captain was in pretty fair shape. He cussed the 'hammer-headed ape' that ever designed a stove of that sort, and when I pointed out that had that stove had a solid base he would probably have got his neck broke, strange to say, it didn't seem to furnish a bit of comfort. Every time I thought of how the skipper looked, rammed in under that stove, I'd almost choke to keep from laughing. I didn't dare let go or the old man would have made a whistling post outta me. That happened years back and I've had many a chuckle over it since, if I didn't dare then. On the head end, when the engine left the rails the tallow and shack were from there pronto. The pig leaned to the left and the jockey thought she was going to turn over. He tried to get out of the cab window and was about half way out when the locomotive whipped back and the side of the cab slapped him fifteen feet, by actual measure, and he lit on a pile of stacked rails, spraining his ankle."

The oldtimer chuckled reflectively, "Yeh, by and large, there's been a lot of things I've seen that were good for a laugh and a lot more that wasn't." His expression sobered, "Away back when I first started, more'n sixty years ago, I broke partners with a mighty nice young chap named Harry Wilson. It was on the old Conlouge Railroad that is now a part of the Terminal Railroad of St. Louis. We were doing some switching in the East St. Louis yard. I was pulling pins and

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Harry was working the field. We were kicking cars to several tracks and why Harry ever took the chance he did we never knew. In those days, of course, we still had the link-and-pin couplers. On number two track there was a gap between some cars, so narrow a man had to turn sideways to slip through and Harry was doing that very thing when we threw six cars of rock against the head car. The link caught him in the stomach and the opposite drawbar in the small of his back, crushing him horribly The poor chap lived for some three hours, in terrible suffering, before he died. I've had several partners killed since that time, but none of them ever hit me as hard. Probably because it was my first experience with violent death.

"You know the old saying, a man that's born to be hanged'll never die any other way—I reckon that's the reason I always escaped. I'll tell you of one close call that's sort of novel on account of the time element. It's not often that one tenth of a second would matter, but in this case it did. I was running train on the Inter-California Railroad. That pike runs from Mexicali on the west to Algodones on the east and through Lower California (Mexico). When you cross the boundary at Algodones you are on SP rails, which lead to Yuma, Arizona. After completing the mainline trip we would return across the Colorado river and make a round trip over the Potholes branch, which ended at Laguna Dam. Ordinarily the branch trip was made in daylight, but on this occasion due to our engine going haywire in Mexico and having to wait for a relief engine, we got into Yuma after dark.

"There were no stations and no switch-lights on the Potholes branch and with the river on one side and a line of bluffs on the other, plus track as crooked as a ram's horn, it was mighty hard to know just where you were until you located some landmark. There was no means by which the engine could be turned at the dam, so we moved in reverse, and to make it better (or worse) the relief pig had no back-up headlight, merely a white hand lantern hanging on the back of the tender. There was a small yard at the dam, used by the contractors for switching and storing their dump cars. At the switch to this yard, a point of rock had been blasted off to allow clearance. Where this point had been blown off, it left a white face, about three feet wide and six feet high. From this rock face to a warehouse, used as a station building, was about five car lengths, and some four car lengths beyond the building the track made a sharp curve onto a short spur trestle that ended over the spillway of the dam.

"I'm telling you all this detailed stuff, Tom, so you can see where the fraction of a second was important. It never occurred to me to ask the relief hogger if he knew the branch—I took it for granted that if he didn't, he'd ask to have one of the brakemen pilot him. Well, anyway we started up the branch and this pig jockey was swinging 'em real peart for back-up running. Both brakemen and I were in the baggage car and I sorter felt we must be getting pretty near the dam. I remarked to the boys, 'If that guy don't shut off pretty soon we'll be taking a swim in the river.' I turned to the sliding door and started to open it.

"I hadn't slid it open more'n six inches when that white rock face shot past my eyes. Fortunately the emergency valve cord was on my side of the car and above my head. I grabbed it and damn near tore the valve out by the roots. The air blasted, the dust and rust belched out in a cloud, the trucks bucked and lunged, fighting the grip of the brakes.

I YELLED, 'Get that door open, if we turn over that'll be the high side'. But with one final jolt that felt as though we'd hit something, the train came to a stop. The rear coach was spotted right at the platform, which of course, put the engine just a few feet from that sharp curve. I walked out of the baggage car and mildly inquired of the hogger, 'Just where the Hell do you think you're goin'? 'Why to Potholes,' he replied. 'Well,' said

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I, 'you sure as Hell got there. Come down here, I wanna show you something. He climbed down and when I led him around that curve and onto that trestle hanging out over that rushing torrent, the guy almost fainted.

"I've never forgotten one Christmas Eve when I was working on the Turkey Trail which, if you don't know it, is the D&RGW narrow gage over Marshall Pass in Colorado. It's mighty seldom they double a hill on that stretch of rust, but this night we had to because our road engine started a coupla flues leaking. Anyhow our hogger figured he could handle half her tonnage to the next siding, so I dropped back and made a cut. We had quite a wrestling match with 'em, but finally got 'em into the clear at some siding that I've forgotten the name of. A passenger train was due there before too long so I stayed to flag.

"Across the gorge, about a half-mile distant, the black slope went upward until the top was silhouetted against a sky through which scurried wind-driven clouds that intermittently drew a curtain over the quarter moon. In the occasional light between clouds, patches of snow, eerie and ghostly, were revealed. I listened to the clank, clank of the engine's rods as it drifted back toward the train. A couple of guns put down at the proper distance and I could relax and wait for whichever train arrived first. The air was sharp but not too cold, though hoar frost covered the ground and crackled under my feet. A million diamonds and rubies reflected from the rays of my red and white lamps at every movement. I walked around the head car to seek shelter from the cold breeze, set my lamps on the ground and stuck my fusee in a tie while I filled and lit my pipe. I'm not much on psychology or philosophy, Tom, and I don't know how the dark, silent hours of night affect others, but when I've been placed at some lonely spot such as that siding, my mind seems to dwell on bits and pieces of things I've read and heard. That and the fact that it was Christmas Eve probably brought back memories of other Christmas Eves and the story of Christ's birth. I was thinking of the star that led the Wise Men to the manger, and even as I thought of it the clouds above seemed to withdraw and from over the mountain top on my right flashed a meteor that lighted the landscape with a greenish brilliance, then disappeared beyond the mountains to the left. I reckon there's a vein of irony mixed with other things in my make-up, for when that light shot overhead just as I was thinking of the Bible story, I thought to myself, if that was the light that led the Wise Men, they must have been damn fast on their feet, and from down the grade I heard the not too distant bellowing of our three engines as they boosted their heavy burden upward. Then a few seconds later, the beautiful, musical sound of the passenger train's chime whistle as it blew at the mile board, followed in a bit by the measured bang-bang of the two guns and a couple of short blasts of acknowledgement from the whistle. I lit the fusee, just to make sure, and when the hogger answered it and came slowly down to me, I tossed the flare over the side of the canyon—a pinwheel of red light and then it disappeared, but not for long. As I climbed up the engine gangway and looked back, a red glow shone against the blackness of the canyon—that fusee was still tending strictly to business. I told the hogger why I was flagging him and he crept down to the clearing point and stopped. In another minute or two, our train stormed into the siding and the varnish went its way."

THE OLD man and the younger one sat quietly. In the railroad yard before them the train crew was still switching, and now had a good half of the train scattered among different tracks. "Tom," said the oldtimer, "all the time I've been gassing, I was watching that crew and was puzzled by the amount of shunting they were doing. I think I've figured why. I'll make a bet they're stuck here for a meet with something and

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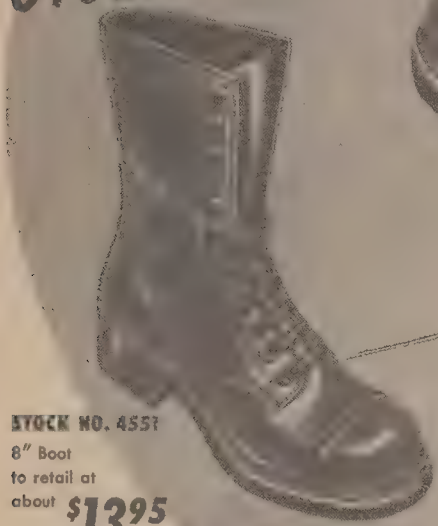

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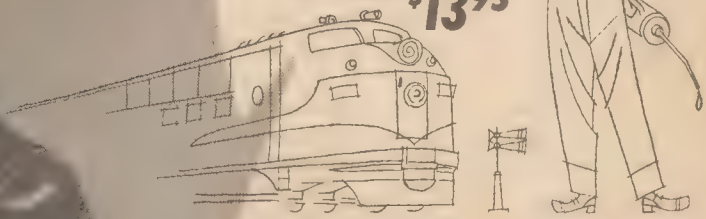

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they've put in the time lining up their cars for station setouts down the line."

The engine was standing on the lead, the head brakeman at the rear of the tender watching for a signal for the next move. The skipper pulled out his watch, then gave a sign to the head brakeman who immediately trotted back along the lead to the open mainline switch, threw and locked the switch then sauntered back toward the engine, where he was met by the other members of the crew. They all gathered under the engineer's cab window, the hogger leaning on his arm rest and looking down, the tallowpot squatting in the gangway.

Every few seconds one of the crew would glance up the main line, apparently hoping to hear or see the expected train.

A long drawn out sound of a distant whistle, a far-off murmur of racing wheels, a roar growing in volume, and the speeding locomotive came into view, trailing a plume of smoke over its train of dancing, straining yellow reefers. The caboose, an arm waving from the cupola, sped by, followed by a billowing, writhing, twisting cloud of dust that slowly settled as the train vanished around a curve.

"Yep," said the oldtimer. "That was a hotshot fruit train, probably running on a schedule. She was sure makin' miles per."

The waiting crew began gathering cars from the various tracks and kicking them onto the crummy. In a few minutes all but some half-dozen cars had been built into a reassembled train. The brakemen trotted from car to car, coupling air hoses. The pump raced madly as it charged the train line. A brake test, a signal from the rear and the train pulled slowly from the yard. The rear brakeman closed the switch, ran after and boarded the crummy. A highball and the train gathered speed and was soon beyond hearing. The peace and quiet of a summer evening settled on the scene.

"I don't know why, for this place sure doesn't resemble it, but this quiet reminds me of a spot I used to know," said the oldtimer—"Greenwood cemetery that lies on the slope of a gentle hill at the eastern edge of East St. Louis, Illinois. Two railroads, whose tracks parallel from the city, divide there and wend their separate ways. Now and then a train thunders by and the acrid smell of smoke fills the air for a while and then the peace and quiet settle down again. The caretaker was a friend of mine and I sometimes went out there to chat with him. One summer afternoon I was there waiting for him to finish some task, and while I waited I noticed an old man seated on one of those cast-iron benches, cane upright between his knees and pipe in mouth, his gaze fixed on the distant hilltops. Behind his bench grew a large shrub that almost concealed the headstone there. I asked my friend about the old man for there was a serenity about him that attracted my interest. 'It's a sort of Damon and Pythias story,' said the caretaker. 'Years past, the old gent there and the one buried under that headstone were brakemen and had worked together for several years. Their train was wrecked and the fellow on the bench was pinned under the wreckage. His friend crawled under the piled up cars, freed his partner and shoved him out, but before the friend could squirm clear the cars settled and killed him. That was many years ago, but since the old boy retired, he comes out here two or three times a week during the summer and spends several hours just sitting there smoking, and seemingly dreaming. I guess he's re-living the days when his partner roamed the country with him."

Just then a gust of wind lifted the shrub at the headstone and I read the inscription, "Greater love hath no man than that he lay down his life for his friend."

While the oldtimer had been talking, the sun had sunk below the horizon. The twilight closed in. As the old man finished his bottle, he turned to Tom with a grin. "Tommy, my boy, I've sure dealt you an earful this session, but if you can stand it there'll be others later on."

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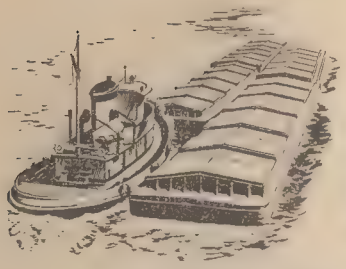

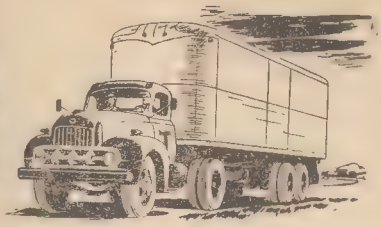

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WEEKEND ON THE D&RGW

Story and Photos by

PHILIP R. HASTINGS

PROGRESS, relentless prophet, apparently decreed that in 1953 crepe would cast its desolate shadow across Ouray and Uncompahgre, blotting the D&RGW narrow gage forever from the breathless reaches of Marshall Pass and the pleasant valleys of the Tomichi, the Gunnison and the Ohio. With the closing of the coal mines at Crested Butte, Colorado, in the summer of 1952 the Denver & Rio Grande Western lost two-thirds of its freight traffic over the historic Marshall Pass route and was forced

to petition the ICC for permission to abandon this, its original main line. One hundred and thirty-seven miles of trackage are involved, nearly every one of which has fortunately been immortalized in accurate detail through the fascinating eyewitness sketches of Gilbert A. Lathrop. About half the mileage comprises the iron from Salida west over the Pass to Gunnison, whence the remaining trackage radiates as three branch lines.

The Sapinero Branch, running 25 miles westward down the valley of the Gunnison River, was once part of the main line over which trains plied between Salida and Montrose. For a period of eight years, from 1882, when this line was completed, until 1890, when the standard gage was pushed across Tennessee Pass, this Marshall Pass route was Colorado's only through transcontinental railroad, connecting Kansas and the East with Utah and the West. In 1950 the little rails were torn out of the Black Canyon of the Gunnison and wrested from Cerro Summit, demoting Sapinero to terminus of a little-used branch and modifying the 70-year old title of the Marshall Pass route as North America's highest transcontinental rail crossing of the Continental Divide.

The other two branches fan northward out of Gunnison. The Crested Butte Branch follows the Gunnison River for 30 miles toward its headwaters in the Elk Mountains, and terminates at the now-abandoned coal mines of Crested Butte. The Baldwin Branch rambles up Ohio Creek for sixteen miles to Castleton, where coal mines were also formerly sources of revenue traffic.

The 1952 visitor to the Marshall Pass region of Colorado's narrow-gage wonderland was fortunate indeed to find train action on the road, for sometimes a locomotive was not fired up for days, or even weeks, at a time. Fall brought an occasional mild flurry of activity from practically the last source of business, the sheep which had to be moved down out of the mountains and carried to the plains of Utah for the winter. This observer was unusually fortunate in happening to be in Salida on a weekend when the burnished gold of the aspen on Mt. Shavano had been dusted by the season's first snowfall, and the D&RGW was staging a narrow-gage show of matching splendor.

At curtain time, 3 a. m. on a September Saturday, a drag of empty sheep cars, double-powered between K-36 *Mikados* 486 and 483, whistled off at Salida and headed for Gunnison, the minarets of Marshall Pass barely discernible in the starlit, frosty night. The second act went on stage at daybreak in the lonely, weed-grown yard at Gunnison, the principal and only performer being a hoary trouper known since 1882 as *Consolidation* 278. No. 278 went about its business, punctuating the grey dawn with a great column of black smoke as it shuffled a few sheep cars into train shape.

ACT 2, Scene 2, found the old trouper in a picturesque setting some sixteen miles from Gunnison in a locale combining the soft tranquility of a pastoral valley with the dramatic overtones of surrounding craggy peaks. She dozed beside a dripping water tank and a stock pen full of bawling sheep, rousing herself occasionally to push another car in front of the pens, and then, finally, when all the sheep were aboard, towed its train of unenthusiastic passengers back to Gunnison.

The Gunnison Yard was again the location for Act 3, with dramatic action at a minimum. *Mikados* 486 and 483 were already onstage, having arrived from their trip over Marshall Pass in mid-morning. They had been turned and serviced and were percolating quietly in front of the vacant roundhouse while their crews took the required eight hours of rest before starting the long, hard grind back to Salida. No. 278 was fed and watered in turn by the engine house foreman and his lone assistant, while the crew repaired to the ramshackle Railroad Lunch adjacent to the depot. When men and machine had rested and repasted,

278 was coupled up again and rumbled off toward Sapinero to collect more sheep for the extra to take back to Salida.

For Act 4 the setting switched back across the Continental Divide to Garfield on the Monarch Branch, a sixteen-mile offshoot from the Gunnison line, near Salida. The stage was obviously set for drama. A narrow cleft in the basilar ramparts of Mt. Shavano admitted meagre passage for a crooked highway and railway, here at about the 9000-foot mark on the climb toward Monarch Pass. The thunderous reverberations of an approaching train echoed up the canyon for many minutes before a towering plume of coal soot edged around a final curve and onto the stage. *Mikado* 481 passed, followed by a string of empties—two dozen weatherbeaten red gondolas—and finally sister *Mikado* 480 and a dainty little caboose. Both engines suddenly shut off steam, filling the canyon with a sudden blast of silence, and the train stopped abruptly on the four percent upgrade. A pin was lifted at the center of the string and Engine 481 moved ahead with the forward half, howling deafeningly at the highway crossing. Reversing direction, the 481 coughed spasmodically and then, spewing a fusillade of exhausts skyward and spinning its counterbalances furiously, backed its cut of cars up the opposing four percent of a switchback and was lost to view behind boulders and clumps of ponderosa, high on the mountainside. The 480 immediately followed suit with its share of the empties, and a few minutes later the re-integrated train could be seen far above on a rocky shelf, again moving slowly up the mountain as a unit.

Scene 2 of Act 4 still portrayed the Monarch Branch but had shifted a thousand feet higher to the huge limestone quarry at Monarch, end of the branch. Dwarfed among towering peaks was the little train, switched in a tiny yard cradled between the mountainsides. In a series of well-coordinated moves the two engines shoved the empties up into the quarry loading tracks and turned themselves on the wye. Then helper 480 eased off down the hill alone, leaving the 481 to make up its train of loaded gondolas and follow along in turn, its markers glimmering through the gathering dusk.

THE FIFTH and final act of this weekend production took place early the following morning in Salida. Drizzling rain set a rather somber note for the arrival from Gunnison of the sheep extra, which had been nearly twelve hours on the road, doubling over Marshall Pass from Sargents during the blackest hours of the night. Engine 486, the helper, came drifting in light an hour or so ahead of its train, but the road engine had plenty of time to set off its cars and get across the standard gage main line into the engine terminal to clear No. 2, the vista-domed *Royal Gorge*. The arrival of the Gunnison extra brought a fair semblance of activity to the servicing tracks outside the engine house, what with the 480 and the 481 from the Monarch run, standard gage 2-8-0 yard switcher 1166, and a brace of broad gage behemoths, 4-8-4 No. 1801 and 4-8-2 No. 1526, in off a mainline extra. The interior of the roundhouse, however, presented a grimy chasm of desolation, its three-quarter circle of stalls occupied only by a couple more K-36 narrow-gage *Mikes* and C-16 class 2-8-0 No. 268.

One silver cloud remains above the horizon at Salida. Present abandonment plans do not include the Monarch Branch. When the rails are finally ripped from the slopes of Ouray and the valley of the Gunnison, there will still be 21 miles of full-strength, pulse-pounding narrow gage, festooning up over the double horseshoe above Maysville, through the Garfield switchback and into the craggy jowls of Shavano. With 90 daily carloads of crushed limestone for the steel mills at Pueblo, there are usually four double-headed trips up to the 10,000-foot quarry each day except Sunday. The apparent health of Monarch will in some measure ease the loss of Marshall.

AT GUNNISON, No. 278 takes sand for grady narrow gage rails. Somewhat melodramatic at times, this little gal dates all the way from 1882 but is still a willing worker

AT MONARCH, the end of the branch, the helper engine has been cut off and the road engine is about to back the empties up to the limestone quarry cradled 10,000 feet up on the east slope of the Continental Divide

NO. 480 reverses to double back up to the higher level of the switchback. This move was made after the 481 and the forward half of the train were out of the way on the track above

SHEEP CARS all spotted and loaded, Consolidation 278 changes places with the buggy preparatory to backing its train to Gunnison. This engine was outshopped the year the Marshall Pass line was completed

EXTRA 483 moves in past the passenger station. The standard gage main line is to the left and the engine terminal is in the background. Stock cars are loaded with sheep being brought down out of the Rockies to winter pasture in Utah

AT SALIDA, Engines 486 and 483, off the Gunnison stock extra, are in the clear on the engine house lead by the time a mainline diesel freighter roars into the yard. Standard gage Consolidation 1166 shares yard switching chores with sister 1173. Note 3-rail trackage

SOLE SURVIVOR. Early risers are breakfasting when the only remaining locomotive in the once-bustling Gunnison Yard, the ubiquitous 278, makes a brave show of huffing mightily out of town with a stock extra bound for Jack's Cabin on the Crested Butte Branch

SHEEP EXTRA 278 at Jack's Cabin, 16 miles from Gunnison. Coal previously accounted for about two-thirds of the tonnage carried through Gunnison to Salida; now the only business left is the movement of sheep to winter pasture

NOONTIME. The extra from salida has arrived, its two Mikado types have been serviced, and the 278 has returned from its trip up the Crested Butte Branch. Momentarily a semblance of life returns to the engine terminal which used to house a dozen or more proud little engines

LITTLE MUDHEN No. 483 is dwarfed between two massive standard gage types—4-8-4 No. 1801 and 4-8-2 No. 1526, which had doubleheaded a freight into Salida the night before. Salida engine house now contains only half-dozen narrow-gage Mikes

SWITCHBACK operation is shown in the pictures at right and below; Engine 480 pushes the rear half of the train upgrade to the point where the middle and higher portions of the switchback connect. Then, see below, she backs up the middle leg

FUSILLADE of exhausts bursts upward and counterbalances spin furiously as the 480 tugs at her load. Actual grade is 4 percent, although the matching 4 percent downgrade falling away toward Salida makes it appear steeper

LIMESTONE, 23 cars of it, ready to roll to Salida for transhipment via standard gage to Pueblo steel mills. Ninety-car daily output of quarry requires four two-engined train movements up the mountain each day. Returning, helper is sent ahead light and one engine handles train downgrade

SHEEP PULLMANS with upper and lower "berths" are backed in front of the loading chute, one by one, and the reluctant travellers are cursed and cajoled into going aboard for the trip to winter pasture in Utah. Behind water tank is a 13,000 foot peak of the Elk Mountain Range

NIGHT MARKERS on Extra 481 are filled by conductor, since dusk will fall before he gets his train-load of limestone back down the mountain. Connie has not yet removed markers from trip up the grade. Note abbreviated end platform of narrow gage caboose

ENGINE 480 turns on the Monarch wye. Grounded narrow-gage cars accommodate switchmen who spend the day dropping loaded cars down the incline from the quarry to a storage yard. Monarch Pass is in the background. Tree-growth is stunted here, near timber line

EXTRA 483 reaches Salida early on a drizzly Sunday morning after a twelve-hour rawhide run over Marshall Pass from Gunnison, mostly in the dark. At present there is only one round trip a week between Salida and Gunnison. Traffic was cut by about two-thirds when the coal mines at Crested Butte closed down

COMPANY at Gunnison, for No. 278, a weekly social event. Mikes 486 and 483 had come in from Salida on an extra, were to return there with sheep from Crested Butte and Sapinero Branches, leaving 278 to ghosts of little locomotives which formerly filled the roundhouse

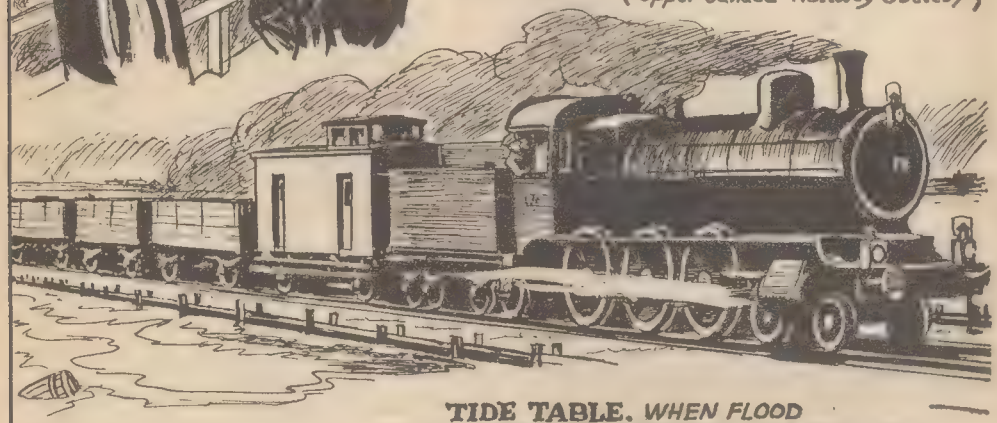
DOZING beside a dripping water tank, No. 278 roused herself occasionally to push another car in front of the sheep pens. When all the bleating creatures were aboard, she tackled the job of towing her unenthusiastic passengers back to Gunnison. After a rest there, she rumbled off again toward Sapinero to collect more sheep.

TURKISH BATH, railroad style, is enjoyed by K-36 Class Mikado 486, following a trip over Marshall Pass and back as a helper. The Mike is rated for 232 tons over D&RGW 4 percent grades. With weekly or even less frequent runs, it was easy for Salida engine house force to keep smokeboxes of half-dozen locomotives silvered

ALONG THE IRON PIKE

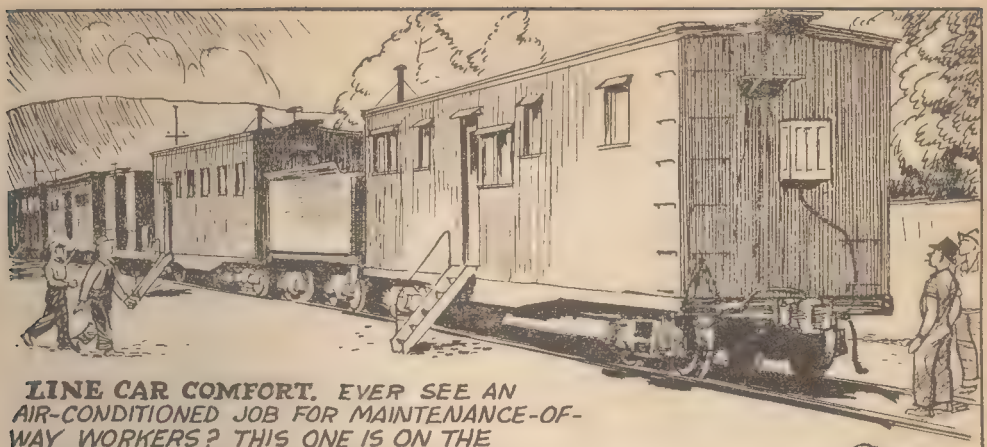
by JOE EASLEY

NO DIPLOMAS. TO SATISFY CURIOSITY OF SIDEWALK SUPERINTENDENTS DURING CONSTRUCTION OF CANADA'S FIRST SUBWAY, TORONTO TRANSPORTATION COMMISSION PASSES OUT LEAFLETS COVERING PROJECT STEP BY STEP (Upper Canada Railway Society)

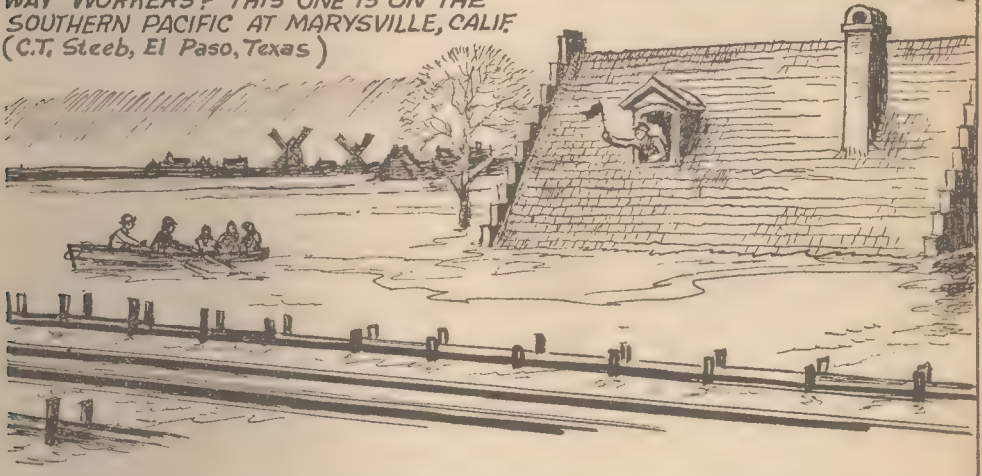


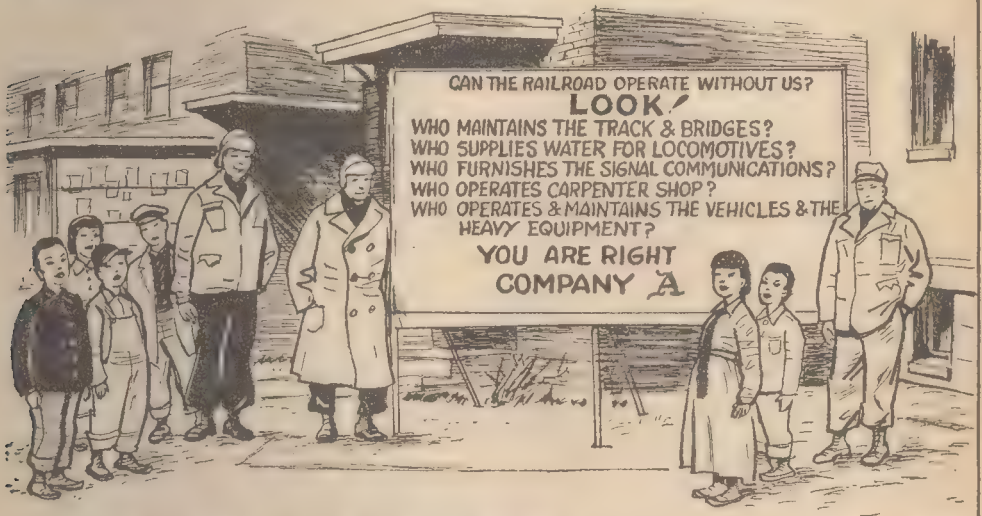
TIDE TABLE. WHEN FLOOD HIT 2½-MILE NETHERLANDS RAIL LINE BETWEEN KRUININGEN AND OOSTDIJK, RAILROADERS CAME UP WITH AUDACIOUS IDEA OF RUNNING TRAINS ACROSS AT LOW TIDE UNTIL WATERS RECEDED. IT WORKED! (Ted Sanchagrin))

ENGLISH TRIO. BOXLIKE STEAM TRAM AND DOUBLEDECKER CARS WERE PART OF COUNTRYSIDE SCENE UNTIL 1917 BETWEEN WOLVERTON AND STONEY STRATFORD (C. Oldham, Springs Branch)



LINE CAR COMFORT. *EVER SEE AN AIR-CONDITIONED JOB FOR MAINTENANCE-OF-WAY WORKERS? THIS ONE IS ON THE SOUTHERN PACIFIC AT MARYSVILLE, CALIF.* (C.T. Steeb, El Paso, Texas)




CAN THE RAILROAD OPERATE WITHOUT US?
LOOK!
WHO MAINTAINS THE TRACK & BRIDGES?
WHO SUPPLIES WATER FOR LOCOMOTIVES?
WHO FURNISHES THE SIGNAL COMMUNICATIONS?
WHO OPERATES CARPENTER SHOP?
WHO OPERATES & MAINTAINS THE VEHICLES & THE HEAVY EQUIPMENT?
YOU ARE RIGHT
COMPANY A

KOREAN NOTE. *SIGN OUTSIDE SEOUL ORDERLY ROOM POINTS UP COMPANY A's TANGIBLE CONTRIBUTION TO WAR EFFORT. IN SPARE TIME GIs BUILT PACIFIC-TYPE ENGINE IN TWO-INCH SCALE* (C.F. Donaldson Sr., York, Pa.)

Locomotives of the

Steam

Class	Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder & Date
			0-6-0 (Switcher) Type				
O-5-a	7300	20 x 26	51	200	148,800	34,666	Alco, 1907
O-7-a	7265	19 x 26	51	180	120,000	28,158	Montreal, 1910
O-7-b	7266, 7267	19 x 26	51	180	121,200	28,158	Montreal, 1911
O-9-a	7220–7232; 7234–7239	22 x 26	56	165	153,384	31,515	Grand Trunk, 1903; 1907
O-9-a	7233	20 x 26	56	190	148,092	29,993	Grand Trunk, 1907

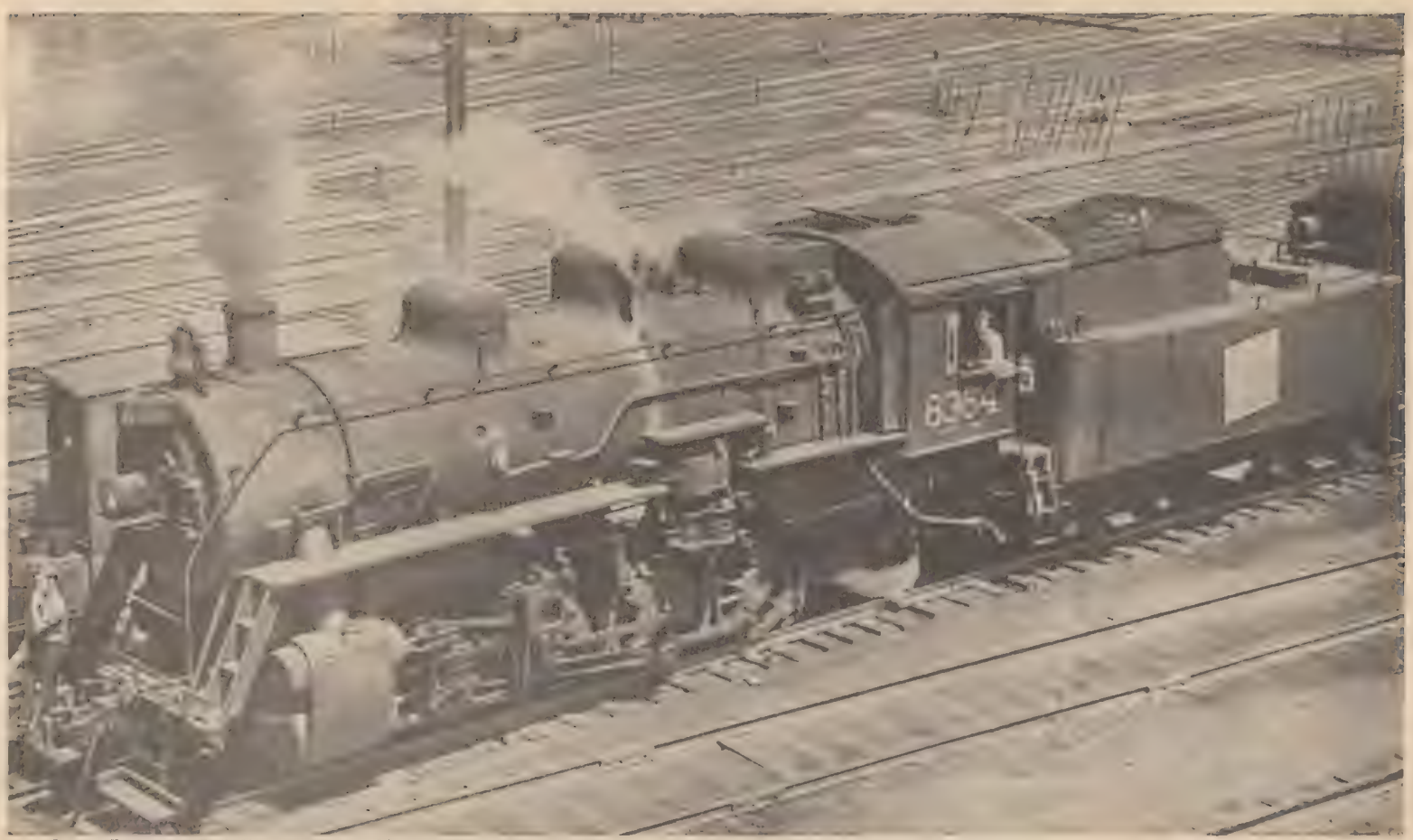
YOUNGEST MOUNTAIN TYPE finds it easy

CANADIAN NATIONAL

Class	Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder & Date
O-9-a	7202, 7240	22 x 26	56	165	153,384	31,515	Baldwin, 1908
O-9-a	7215, 7216	22 x 26	56	165	153,384	31,515	Lima, 1912
O-9-a	7241–7247	22 x 26	56	165	153,384	31,515	CLC, 1913
O-10-a	7250, 7252-7254	19 x 26	51	180	123,000	28,158	CLC, 1912
O-10-b	7255; 7256	19 x 26	51	180	123,000	28,158	CLC, 1913; 1914
O-12-a	7359, 7368; 7369, 7393; 7394–7413	21 x 26	51	180	154,400	34,400	CLC, 1918; 1919; 1920
O-12-b	7319–7328	21 x 26	51	180	154,400	34,400	CLC, 1914

to hit 80 mph. even with 15 passenger cars on her tail

Robert Holden, Oshawa



James Walder, for Rail Photo Service, 93 Massachusetts Avenue, Boston

BUSY EIGHT WHEEL SWITCHER, putting together train for Hamilton near Toronto's Bathurst Street Bridge, was manufactured by Montreal Locomotive Works

Class	Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder & Date
O-12-c	7329, 7331, 7332	21 x 26	51	180	154,400	34,400	Canadian Foundry, 1915
O-12-d	7333–7338	21 x 26	51	180	154,400	34,400	CLC, 1918
O-12-f	7414–7423	21 x 26	51	180	154,400	34,400	CLC, 1920
O-13-a	7302–7304	21 x 28	51	180	165,000	37,045	CLC, 1918
O-15-c	7311, 7313	20 x 26	51	200	144,000	34,670	CLC, 1912
O-16-a	7339–7358	21 x 26	51	180	163,000	34,400	Montreal, 1919
O-18-a	7424–7448; 7449–7458; 7459–7473	22 x 26	51	175	174,000	36,703	Grand Trunk, 1919; 1920; 1921
O-18-b	7474–7498	22 x 26	51	175	174,400	36,703	Lima, 1920
O-18-c	7499–7508; 7509–7511	22 x 26	56	190	177,000	36,291	Grand Trunk, 1922; CLC, 1923
O-18-d	7519–7521	22 x 26	56	190	180,000	36,291	Lima, 1923
O-19-a	7522–7531	21 x 28	51	190	165,000	39,100	Alco, 1919
O-19-b	7542–7543	21 x 28	51	190	———	39,100	Montreal, 1928
O-20-a	7532–7541	20 x 26	51	200	160,400	34,666	Montreal, 1911
			0-8-0 (Switcher) Type				
P-4-a	8200–8209	26 x 30	56	180	242,750	55,408	CLC, 1920
P-4-b	8210–8214	26 x 30	56	180	246,900	55,408	Grand Trunk, 1923
P-4-c	8215–8221	26 x 30	56	180	242,750	55,408	CLC, 1923
P-4-d	8222–8226	26 x 30	56	180	249,000	55,408	Lima, 1923
P-5-a	8296–8304	22 x 28	51	200	208,000	45,175	Alco, 1923
P-5-b	8305–8319	22 x 28	51	200	211,000	45,175	Alco, 1924
P-5-c	8320–8329	22 x 28	51	220	214,000	49,691	Lima, 1927
P-5-d	8330; 8331–8339	22 x 28	51	220	214,000	49,691	CNR, 1927; 1928
P-5-e	8340–8349	22 x 28	51	220	211,220	49,691	Baldwin, 1927
P-5-f	8350–8359	22 x 28	51	220	220,000	49,691	CLC, 1929
P-5-f	8360–8369	22 x 28	51	220	217,700	49,691	Montreal, 1929
P-5-g	8370–8381	22 x 28	51	220	215,150	49,691	Baldwin, 1929
P-5-h	8382 8413; 8414–8416	22 x 28	51	220	221,800	49,691	CNR, 1930; 1931
P-5-j	8417	22 x 28	51	200	212,500	45,175	Alco, 1914
P-5-j	8418, 8419; 8420–8422	22 x 28	51	200	210,000	45,175	Alco, 1916; 1923
			0-8-2 (Switcher) Type				
S-1-g	*3515–3517	27 x 30	63	175	279,400	51,637	Alco, 1911
S-1-h	*3520–3523	27 x 30	63	175	279,400	51,637	Alco, 1911
			2-6-0 (Mogul) Type				
E-7-a	674, 713, 745, 788, 845, 849	21 x 26, 22 x 26	63	180	177,688	27,845, 30,560	Grand Trunk, 1899-1904; CLC, 1905
E-10-a	80–96	21 x 26	63	170	141,800	26,300	CLC, 1910
E-12-a	403, 404; 405, 406	19 x 26	51	180	129,500	28,160	Montreal, 1910; 1911
E-12-b	411	19 x 26	51	180	130,000	28,160	Montreal, 1911
E-12-c	424, 426, 428	19 x 26	51	180	129,600	28,160	Montreal, 1911
E-13-a	429	18 x 24	56	200	121,500	23,600	Montreal, 1928
			2-8-0 (Consolidation) Type				
L-7-a	*280	18 x 22	48	180	146,600	22,720	Baldwin, 1912
M-1-a	2013, 2015, 2023, 2024	23 x 26	57	180	172,900	36,920	CLC, 1907
M-1-a	2016, 2021, 2022	21 x 26	57	200	172,900	34,195	CLC, 1907
M-1-b	2026, 2027, 2032, 2035; 2038, 2040, 2042, 2045–2047, 2049, 2052, 2054, 2056, 2058–2060, 2063	21 x 26	57	200	169,000	34,195	CLC, 1908; 1909
M-3-a	2091, 2093, 2094, 2096–2100, 2102, 2123, 2124; 2104, 2105, 2107, 2109–2113; 2114–2117, 2119–2121	21 x 26	57	200	181,410	34,200	Montreal, 1907; 1908; 1909
M-3-c	2125–2129	23 x 26	57	180	188,000	36,920	Alco, 1911
M-3-d	2130–2133, 2135–2154	23 x 26	57	180	188,000	36,920	CLC, 1912
M-3-e	2155–2179	23 x 26	57	180	185,800	36,920	CLC, 1913
M-4-h	1878	20 x 28	56½	180	164,850	30,329	CLC, 1905
M-4-k	1920, 1927	20 x 28	56½	180	174,600	30,330	CLC, 1908
M-4-k	1918	22 x 28	56½	180	174,600	36,700	CLC, 1908
M-4-m	1948	20 x 28	56½	180	170,000	30,329	CLC, 1910
M-5-a	2180, 2181, 2183, 2184	22 x 28	57	200	197,300	40,420	CLC, 1912

Converted from 2-8-2s.

Narrow gage (42 inches), used on Newfoundland District.

Holden

FACE-LIFTED LIGHT PACIFIC, among veterans rebuilt many times since first Great War, is known among engine crews as old One-Spot

Class	Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder & Date
M-5-b	2186–2189	22 x 28	57	200	200,900	40,420	CLC, 1913
M-5-c	2190–2194	23 x 28	57	180	202,300	39,760	Montreal, 1913
M-5-d	2195, 2196; 2197–2200	22 x 28	57	200	200,900	40,420	Canadian Foundry, 1915; 1916
M-8-a	1981–1984	22½ x 32	57	180	195,360	43,485	Alco, 1905
N-1-a	2400–2409, 2411–2419	24 x 32	63	200	236,000	49,735	Canadian Foundry, 1912
N-1-b	2385, 2387–2391, 2393, 2394, 2420–2424, 2426–2429; 2395–2397, 2399, 2430, 2444	24 x 32	63	200	236,000	49,735	Canadian Foundry, 1913; 1914
N-1-c	2445–2447; 2448–2454	24 x 32	63	200	236,000	49,735	Canadian Foundry, 1917; 1918
N-2-a	2455–2458, 2460–2464	24 x 32	63	200	240,000	49,735	Alco, 1917
N-2-b	2465–2479, 2481–2514	24 x 32	63	200	241,500	49,735	Montreal, 1918
N-3-a	2334–2338	24 x 32	63	180	227,000	44,763	Montreal, 1913
N-3-b	2339; 2340–2354	24 x 32	63	180	231,800	44,763	CLC, 1913; 1914
N-3-c	2355–2369	24 x 32	63	180	231,800	44,763	CLC, 1915
N-3-d	2370–2384	24 x 32	63	180	231,800	44,763	CLC, 1916
N-4-a	2515–2541, 2543–2566	24 x 32	63	180	211,200	41,111	Montreal, 1906
N-4-a	2567–2612, 2614–2615	24 x 32	63	180	211,200	41,111	Alco, Montreal, 1907
N-4-a	2616–2626	24 x 32	63	180	211,200	41,111	Alco, 1911
N-4-a	2627–2646; 2647–2660	24 x 32	63	180	211,200	41,111	Montreal, 1908; 1910
N-4-b	2661, 2662	24 x 32	63	180	211,200	41,111	Montreal, 1906
N-4-c	2663	24 x 32	63	180	211,200	41,111	Montreal, 1906
N-4-d	2664, 2665, 2669, 2671–2673, 2676; 2666–2668, 2677–2683	24 x 32	63	180	211,200	41,111	Alco, 1907; 1911
N-4-e	2670, 2674, 2675; 2684	24 x 32	63	180	211,200	41,111	Alco, 1907; 1911
N-4-f	2685; 2686	24 x 32	63	180	211,200	41,111	Montreal, 1907; 1910
N-4-g	2800, 2801	21½ x 32	63	200	230,188	39,915	CNR, 1926
N-4-h	2810–2819	22 x 32	63	190	204,280	39,705	Alco, 1906
N-5-a	2687–2691, 2693–2706	21½ x 30	63	215	214,300	40,230	Montreal, 1911
N-5-b	2707, 2708, 2710–2721	21½ x 30	63	215	214,300	40,230	CLC, 1912
N-5-b	2722–2726, 2728–2746	21½ x 30	63	215	214,300	40,230	Montreal, 1912
N-5-c	2747, 2748	21½ x 80	63	215	223,960	40,230	CNR, 1926
N-5-d	2749–2768	20 x 30	63	250	233,870	40,475	CNR, 1931

2-8-2 (Mikado) Type

R-2-a†	300, 301	18 x 24	48	200	146,000	27,540	Alco, 1930
R-2-b†	302, 303; 304–306; 307	18 x 24	48	210	151,870	28,920	No. British, 1935; 1938; 1941
R-2-c†	308, 314, 315	18 x 24	48	210	152,000	28,920	Montreal, 1941
R-2-c†	309–313, 316–319	18 x 24	48	210	154,500	28,920	Alco, 1941; 1944
R-2-d†	320–323; 324–329	18 x 24	48	210	155,000	28,920	Montreal, 1947; 1949
S-1-a	3200–3210; 3211–3233, 3235–3249	27 x 30	63	180	277,550	53,115	CLC, 1916; 1917
S-1-b	3250–3263; 3264–3266, 3268–3299	27 x 30	63	180	277,550	53,115	CLC, 1917; 1918
S-1-c	3300–3329	27 x 30	63	180	281,500	53,115	Montreal, 1917
S-1-d	3330–3351, 3353–3358; 3359–3364, 3366–3389	27 x 30	63	180	277,550	53,115	CLC, 1918, 1919
S-1-e	3390–3398, 3400–3402	27 x 30	63	180	288,600	53,115	CLC, 1920, 1921
S-1-e	3403	27 x 30	63	180	287,400	53,115	CLC, 1921
S-1-e	3404	27 x 30	63	180	286,000	53,115	CLC, 1921
S-1-f	3405–3429	27 x 30	63	175	283,000	51,637	Alco, 1913
S-1-f	3430–3454	27 x 30	63	175	272,100	51,637	Baldwin, 1913
S-1-f	3455–3504	27 x 30	63	175	283,000	51,637	Montreal, 1913
S-1-g	3505–3514	27 x 30	63	175	284,800	51,637	CLC, 1917
S-1-g	3518, 3519	27 x 30	63	180	284,800	53,113	Alco, 1918
S-1-h	3524	27 x 30	63	175	284,800	51,637	Alco, 1918
S-1-j	3198, 3199	27 x 30	63	180	311,740	63,770	CNR, 1926
S-2-a	3525–3537, 3539–3559	27 x 30	63	185	314,800	54,590	Montreal, 1923
S-2-b	3560–3569	27 x 30	63	185	322,450	65,000	CLC, 1923

†*Narrow gage (42 inches), used on Newfoundland District.*

Class	Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder & Date
S-2-c	3570–3573, 3575–3589	27 x 30	63	185	326,200	65,000	Montreal, 1924
S-2-c	3590–3592, 3595–3599	27 x 30	63	185	325,100	65,000	Montreal, 1924
S-2-c	3593, 3594	27 x 30	63	185	325,100	54,590	Montreal, 1924
S-3-a	3701–3739	26 x 30	53	200	290,000	54,724	Alco, 1918
S-3-b	3740–3747	26 x 30	63	200	306,500	54,724	Alco, 1923
S-3-c	3748–3757	26 x 30	63	200	306,500	54,724	Alco, 1924
S-4-a	3800	24 x 30	63	260	337,200	60,615	CNR, 1930
S-4-b	3801–3805	24 x 30	63	260	339,400	60,615	CLC, 1936
			2-10-2 (Santa Fe) Type				
T-1-a	4000–4009	26 x 32	57	200	320,000	64,516	Alco, 1916
T-1-b	4010–4013, 4016–4019	26 x 32	57	200	320,000	64,516	Montreal, 1918
T-1-b	4015	26 x 32	57	200	320,000	64,516	Montreal, 1918, CNR rebuilt, 1933
T-1-c	4020–4033, 4035–4044	26 x 32	57	200	319,300	64,516	Montreal, 1920
T-2-a	4100–4104	29 x 32	57	200	409,240	91,735	CLC, 1924
T-3-a	4200–4209	27 x 32	57	200	352,000	69,575	Alco, 1919
T-4-a	4300–4314	24 x 28	57	250	347,600	70,500	CLC, 1929
T-4-b	4315–4332	24 x 28	57	275	344,170	61,600	CLC, 1930
			4-6-0 (Ten-Wheeler) Type				
F-1-b	1004, 1008, 1009	18 x 24	51	160	109,000	20,735	Montreal, 1912
F-1-c	1016, 1017; 1014, 1015, 1018	18 x 24	51	160	118,100	20,735	Montreal, 1909; 1911
F-2-a	1012	18 x 24	51	160	106,700	20,735	Alco, 1905
F-3-a	17†	17 x 22	50	180	89,250	19,455	Reid Newfoundland Co., 1913
F-3-a	18†	17 x 22	50	160	92,100	20,735	Baldwin, 1917
G-16-a	1111, 1113–1115, 1117, 1119–1126, 1128–1143, 1145–1159	20 x 24	57	180	154,000	25,770	Montreal, 1912, 1913
G-17-a	1161–1165	22 x 26	58	180	173,000	33,195	Montreal, 1913
H-3-a	1207, 1208	18 x 24	63	200	138,000	20,985	Alco, 1903
H-4-a	1223	19 x 24	63	200	135,000	23,379	CLC, 1906
H-4-a	1224	18 x 24	63	200	135,000	20,980	CLC, 1906
H-4-b	1236, 1238	18 x 24	63	200	136,850	20,980	CLC, 1907
H-6-b	1273–1275	20 x 26	63	200	159,800	28,060	Montreal, 1905
H-6-c	1278, 1280, 1284, 1285, 1287	20 x 26	63	200	163,300	28,060	Montreal, 1907
H-6-c	1294, 1300, 1301, 1307, 1309, 1310, 1312, 1314, 1318, 1319	20 x 26	63	200	163,300	28,060	Montreal, 1907, 1908
H-6-c	1303, 1311, 1313, 1315–1317, 1320–1322	22 x 26	63	200	163,300	30,561	Montreal, 1907, 1908
H-6-d	1323–1330, 1332–1342	22 x 26	63	180	171,700	30,560	Montreal, 1910, 1911
H-6-f	1347–1351	22 x 26	63	190	176,300	32,260	Baldwin, 1911
H-6-g	1354–1409	22 x 26	63	180	173,000	30,560	Montreal, 1912, 1913
H-10-a	1423–1430, 1432–1440	19 x 26	63	200	170,700	25,325	Montreal, 1910
H-10-a	1443, 1444, 1446–1448, 1451	19 x 26	63	200	170,700	25,325	CLC, 1910
			4-6-2 (Pacific) Type				
J-1-a	5000–5003	23 x 28	69	190	216,000	34,670	Montreal, 1913
J-3-a	5030–5034, 5036–5046, 5048	23 x 28	69	185	224,100	33,755	Baldwin, 1912
J-3-b	5049–5079	23 x 28	69	185	226,000	33,755	Montreal, 1913
J-4-a	5080–5084	22 x 28	69	205	247,000	34,225	Montreal, 1914
J-4-b	5085–5089	22 x 28	69	205	248,630	34,225	CLC, 1916
J-4-c	5090–5099	22 x 28	69	205	249,000	34,225	Montreal, 1918
J-4-d	5101–5105, 5107–5116, 5120, 5123, 5124	23½ x 28	69	200	264,000, 269,000	38,100	Montreal, 1919
J-4-d	5117–5119, 5121, 5122	23½ x 28	69	200	277,200	47,100	Montreal, 1919
J-4-e	5125–5144	23½ x 28	69	200	260,000	38,100	Montreal, 1920
J-4-f	5145–5156	23½ x 28	69	200	260,900	38,100	Montreal, 1920
J-7-a	5250–5279	24 x 28	69	200	270,900	39,735	Montreal, 1918
J-7-b	5280–5294	24 x 28	69	200	268,000	39,735	Montreal, 1918, 1919
J-7-c	5295–5304	24 x 28	69	200	275,000	39,735	Montreal, 1920
J-8-a†	590–595	17 x 24	52	180	115,000	20,408	Baldwin, 1920
J-8-b†	596	18 x 24	52	180	123,900	22,880	Baldwin, 1926
J-8-b†	597	18 x 24	52	180	128,400	22,880	Montreal, 1926

†*Narrow gage (42 inches), used on Newfoundland District.*

Earl A. Elliott, Saskatoon

MANY SIX-WHEEL SWITCHERS were outshopped by Canadian Locomotive Company between 1912 and '23

James Adams, Rail Photo Service

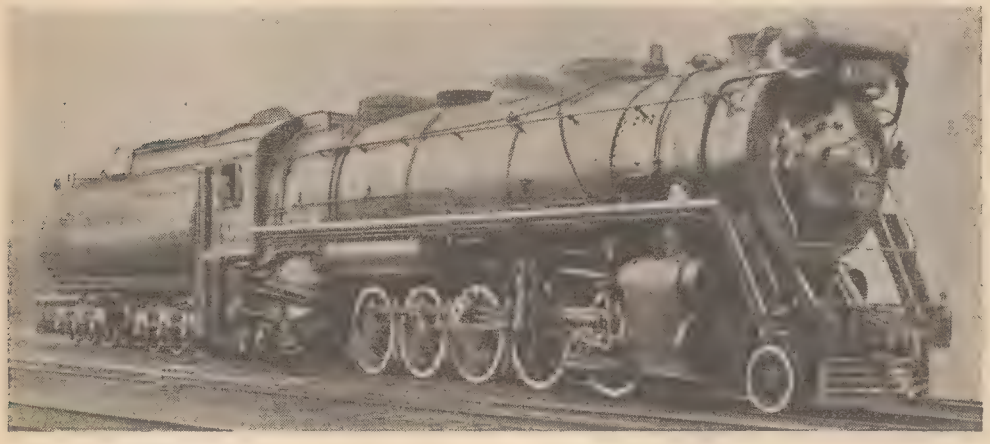
STREAMLINED NORTHERNS of 6400 series have cast-brass numbers on running board skirts, ditto 5700 Hudsons and 6060 Mountains

Canadian National

RARISH SUBURBAN TYPE with 4-6-4T wheel arrangement is used, as name implies, on local suburban runs

D. M. Stitt, Ottawa

KING NUMERICALLY, Consolidation type came from shops of eight different manufacturers, including CNR itself



HEAVIEST OF CNR ENGINES are Santa Fes of T-2-a Class, put out by Canadian Locomotive Company in '24

Canadian National

HANDFUL OF HUDSONS (Nos. 5700-5704) make up entire list of this type, Montreal-built in 1930

Class	Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder & Date
J-8-c†	598, 599	18 x 24	52	190	132,000	24,150	Alco, 1929
K-1-a	5503–5505, 5507	21 x 28	72	200	187,000	29,155	CLC, 1905
K-1-d	5521, 5522, 5524, 5529	21 x 28	72	200	194,530	29,155	Montreal, 1906
K-1-e	5533, 5535, 5536	21 x 28	72	200	198,560	29,155	Montreal, 1908
K-2-a	5543–5546	23½ x 28	73	200	243,500	36,010	Montreal, 1913
K-2-b	5547–5551	23½ x 28	73	200	248,400	36,010	Montreal, 1914
K-2-c	5552–5556	23½ x 28	73	200	249,530	36,010	CLC, 1916
K-3-a	5557–5569; 5571–5576	23 x 28	73	195	229,000	33,630	Grand Trunk and Montreal, 1912; 1913
K-3-b	5578–5589; 5591–5597	23 x 28	73	195	229,000	33,630	Grand Trunk and Montreal, 1910; 1911
K-3-c	5599	23 x 28	73	195	229,000	33,630	Grand Trunk, 1911
K-3-d	5600–5602, 5604–5607, 5611	23 x 28	73	195	229,000	33,630	Grand Trunk and Baldwin, 1910
K-3-e	5608	23 x 28	73	195	229,000	33,630	Baldwin, 1912
K-3-f	5609; 5610	23 x 28	73	195	229,000	33,630	Grand Trunk, 1920; 1910
K-3-g	5612–5626	22 x 28	73	200	219,100	31,560	Montreal, 1911
K-4-a	5627–5631	25 x 28	73	200	285,500	40,750	Alco, 1924
K-4-b	5632–5634	25 x 28	73	215	229,330	43,750	Baldwin, 1929

† *Narrow gage (42 inches), used on Newfoundland Division.*

4-6-4 (Hudson) Type

K-5-a	5700–5704	23 x 28	80	275	356,400	53,300	Montreal, 1930

4-6-4T (Suburban) Type

N-10-a	45–50	21 x 26	63	210	275,000	32,487	Montreal, 1914

4-8-2 (Mountain) Type

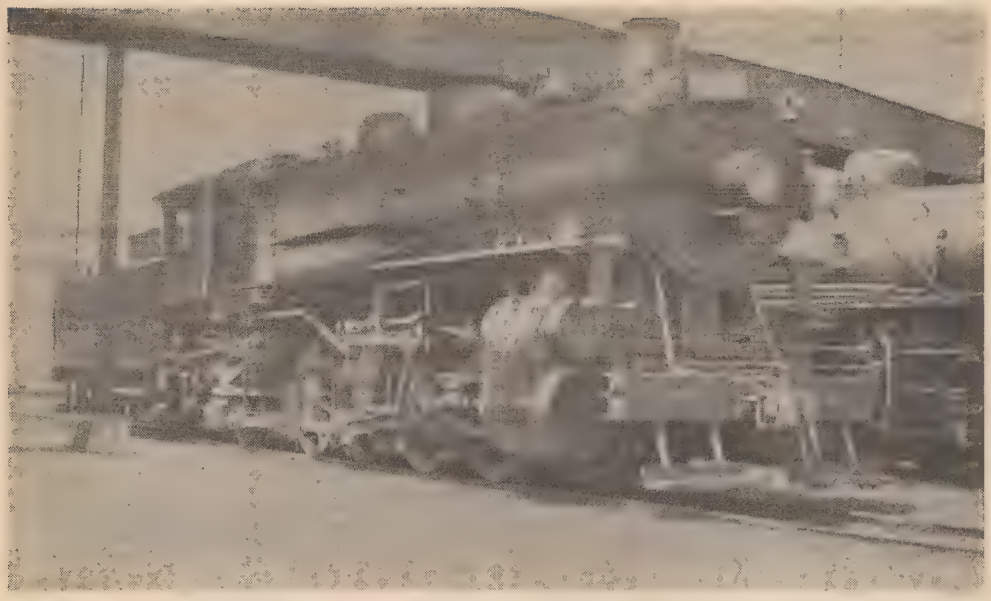
U-1-a	6000–6003, 6005–6015	26 x 30	73	210	354,300	49,590	CLC, 1923
U-1-b	6016–6030	26 x 30	73	210	355,570	49,590	CLC, 1924
U-1-b	6031–6036	26 x 30	73	210	354,300	49,590	CLC, 1924
U-1-c	6037–6041	26 x 30	73	210	354,100	49,590	Baldwin, 1925
U-1-d	6043–6046	24 x 30	73	250	352,720	50,300	CLC, 1929
U-1-e	6047–6058	24 x 30	73	250	358,800	50,300	Montreal, 1930
U-1-f	6060–6079	24 x 30	73	260	355,700	52,315	Montreal, 1944

4-8-4 (Northern) Type

U-2-a	6100, 6105, 6106, 6108–6113, 6115, 6116, 6118, 6119	25½ x 30	73	250	396,390	66,100	CLC, 1927
U-2-a	6101, 6102, 6104, 6107, 6114, 6117	25½ x 30	73	250	385,590	56,785	CLC, 1927
U-2-b	6120–6131, 6133–6139	25½ x 30	73	250	381,900	56,785	Montreal, 1927
U-2-c	6140–6159	25½ x 30	73	250	383,000	56,785	Montreal, 1929
U-2-d	6160–6164	25½ x 30	73	250	390,000	56,785	Montreal, 1936
U-2-e	6165–6168, 6170–6179	25½ x 30	73	250	402,700	56,785	Montreal, 1940
U-2-e	6169	25½ x 30	73	250	389,240	56,785	Montreal, 1940
U-2-f	6180–6189	25½ x 30	73	250	389,330	56,785	CLC, 1940
U-2-g	6200–6229; 6230–6254	25½ x 30	73	250	399,600	56,785	Montreal, 1942; 1943
U-2-h	6235–6257; 6258–6264	25½ x 30	73	250	400,300	56,785	Montreal, 1943; 1944
U-3-a	6300–6305, 6308–6310, 6311	25½ x 30	73	250	399,000	59,035	Alco, 1927
U-3-a	6306, 6307, 6309	25½ x 30	73	250	399,000	60,175	Alco, 1927
U-3-b	6312–6336	26 x 30	73	250	403,000	59,034	Alco, 1942
U-4-a	6400–6404	24 x 30	77	275	379,800	52,457	Montreal, 1936
U-4-b	6405–6410	24 x 30	77	275	382,700	52,457	Lima, 1938

Electric

Class	Numbers	Horsepower	Drivers	Engine Weight	Tractive Effort	Builder & Date
B + B (Switcher) Type						
Z-1-a	100–105	1100	46	173,500	18,600	General Electric, 1914
Z-4-a	180–188	1100	51	201,500	21,400	English Electric Co., 1924, 1926



R. White

LEADING TRUCKS' REMOVAL from Grand Trunk Western Mikados (Nos. 3515-3523) produced 0-8-2 switchers

Class	Numbers	Horsepower	Drivers	Engine Weight	Tractive Effort	Builder & Date
			O-C-O (Switcher) Type			
Z-2-a	150–155	667	62	128,900	18,500	Baldwin-Westinghouse, 1907
Z-2-b	156	667	62	141,040	19,700	Baldwin-Westinghouse, 1927
			B — B (Switcher) Type			
Z-3-a	175, 176	700	50	143,000	13,585	Baldwin-Westinghouse, 1918
Z-5-a	200–202	1100	40	171,700	17,900	General Electric, 1950
Z-6-a	225	1000	36	14,000	.....	QRL&P, 1930
Z-6-b	226–228	1000	36	130,230	.....	QRL&P, rebuilt 1928
Z-6-c	229,230	1000	36	130,700	.....	QRL&P, 1928
			Diesel			
			B — B (Switcher) Type			
Q-1-a	77	400	38¼	142,400	13,000	CLC, 1930
Q-2-a	73	500	33	163,000	7,500	Brill, 1929
Q-2-b	74	500	38	.....	20,500	General Electric, ———
Q-3-b†	775–777	380	33	97,800	13,000	General Electric, 1948
Q-4-a	78, 79	600	40	200,000	22,000	Electro Motive, 1938
Q-5-a	7900–7902, 7904–7914	1000	40	246,700	31,000	Electro Motive, 1941, 1942
Q-5-a	7936–7945; 7956–7974	1000	40	246,700	31,000	Electro Motive, 1946; 1947-48
Q-6-a	7915–7919; 7920–7929	1000	40	230,000	34,000	Alco, 1942; 1944
Q-6-a	7930–7935; 7946–7948, 7949–7955	1000	40	230,000	34,000	Alco, 1946; 1947
Q-6-a	7975–7994	1000	40	234,300	34,000	Montreal, 1949
Q-6-b	7995–8014	1000	40	234,300	34,000	Montreal, 1949, 1950
Q-6-c	8016–8025	1000	40	228,600	34,000	Montreal, 1951, 1952
Q-6-d	8026, 8027	1000	40	228,600	34,000	Alco, 1953
Q-7-a	8500-8521	800	40	231,700	36,000	EMD, 1951
Q-7-b	8522–8533	800	40	231,700	36 000	EMD, 1952
Q-8-a	8450 8461	660	40	197,500	29,200	Montreal, 1951, 1952
Q-8-b	8462–8483	660	40	197,500	29,200	Montreal, 1953
Q-9-a	7000–7009	1200	40	248,000	36,000	EMD, 1952
Q-9-b	7010–7014	1200	40	246,900	36,000	EMD, 1952
Q-9-c	7015 7016	1200	40	246,900	36,000	EMD, 1953

†*Narrow gage (42 inches), used on Newfoundland District.*

Class	Numbers	Horsepower	Drivers	Engine Weight	Tractive Effort	Builder & Date
B — B (Road Switcher) Type						
Y-1-a	7550, 7551	380	33	88,000	13,000	General Electric, 1947
Y-3-a	7800–7817	600	36	141,200	23,000	General Electric, 1950
A1A-A1A (Road Switcher) Type						
Y-4-a	†900–902	1200	40	.....	40,000	EMD, 1952
Y-4-b	†903–908	1200	40	.....	40,000	EMD, 1953
†Narrow gage (42 inches), used on Newfoundland District.						
Y-2-a	7600–7614	1200	40	231,900	34,000	CLC, 1951, '52
Y-2-b	7615–7617	1200	40	231,550	34,000	CLC, 1951
Y-2-c	7618–7621	1200	40	237,000	34,000	CLC, 1952
B — B (Freight) Type						
C-1-A-a	8700–8704*	1600	42	250,100	48,600	CLC, 1952
C-1-A-b	8706–8744*	1600	42	250,100	48,600	CLC, 1953
C-1-B-a	8701–8705*	1600	42	245,050	48,600	CLC, 1952
V-1-A-a	9000, 9002, 9003, 9005	1500	40	228,700	40,000	EMD, 1948
V-1-A-a	9006–9027	1500	40	228,700	32,000	EMD, 1948
V-1-A-b	9028–9054*	1500	40	230,000	40,000	EMD, 1951
V-1-A-c	9056–9062*	1500	40	230,000	40,000	EMD, 1951, '52
V-1-A-d	9064–9142*	1500	40	230,000	40,000	EMD, 1952
V-1-B-a	9001, 9004	1500	40	222,320	40,000	Electro Motive, 1948
V-1-B-b	9029–9055†	1500	40	230,700	40,000	EMD, 1951
V-1-B-c	9057–9063†	1500	40	230,700	40,000	EMD, 1951, '52
W-1-A-a	9400–9407	1500	40	247,000	42,000	Montreal, 1950
W-1-A-b	9408–9426*	1600	40	241,700	46,000	Montreal, 1951
W-1-A-c	9428–9436*	1600	40	241,700	46,000	Montreal, 1952
W-1-A-d	9438–9456*	1600	40	241,700	46,000	Montreal, 1953
W-1-B-a	9409–9427†	1600	40	241,200	46,000	Montreal, 1951
W-1-B-b	9429–9437†	1600	40	241,200	46,000	Montreal, 1952

**Even numbers only*
†Odd numbers only

Information supplied by J. C. Noel, Manager Press Bureau

Photos from Collection of Robert C. Schmid

ABSORBED ENGINES. Ten-Wheeler above kept old road number in amalgamation; Mikado below had been GT's 475

BABE IN THE WOODS

THE GOOD citizens of Franklin, Va. roll up their sidewalks as soon as the sun goes down. For excitement they may bask in a reel or two of a third-run Western grinding away at the town's rustic cinema palace.

The daily moil which yields the wherewithal for theatre admissions and which keeps Franklin on the map, for many of the folks is provided by the Camp Manufacturing Company, one of the South's largest paper producers with an annual capacity of 50 million board feet.

In 65 years of operation, Camp lumbermen have been able to choose from loblolly pines, gum, juniper and cypress trees, as there are vast quantities of these woods in frequently reforested holdings extending deep into historic Dismal Swamp.

Once felled, trees are skidded to a feeder railroad whose route bends with cutting locations. Hauled to Franklin on link-and-pin skeleton cars behind a minute *Mogul* or *Prairie* steamer rocking grotesquely on corduroyed track, the logs are hacked to pieces and fed to yawning machines which also swallow large quantities of foaming chemicals as a chaser. Digestion of the wood by these chemicals produces paper pulp, which, spun on large spools, is loaded behind the engines of another tote road, the Franklin & Carolina, for transfer to big brother common carriers Atlantic & Danville, Seaboard Air Line and Atlantic Coast Line.

The F&C, enjoying Interstate Commerce Commission sanction, is apart from the Camp Co. and its nomadic forest railroad. *Ten-Wheeler* No. 23 and a lean *Prairie*-type, No. 30, hold their own with a pair of five-year-old 65-ton diesels.

If the roaming private Camp line followed standard railroad practice in its operations, a

whole new retinue of file clerks certainly would be in order. For the vagabond babe in the woods shifts its rails 150 times yearly. On moving day, up come ties and mushy ground underpinning and much of the 300-mile vein of tracks is diverted to some other timber tract.

A quartet of Camp steamers, then, are regular gadabouts within the spacious limits of the swampland dubbed "Bog Woods," and crewmen burst with a penchant to boast of the little hooter-and-puffers' prowess.

Vaunts a wizened engineer of underslung No. 40, a diminutive *Prairie*-type, "This here engine is a sure-enough powerful jodie and I seen the time when it tackled 120 loaded cars."

Another old-timer joins the eulogy with, "Yes, sir, old 40's just like a woman. Coax her along and keep her well fed and she won't give you no trouble."

A Photo Story

by H. REID

And a third blue-denimed individual vows in all sincerity, "Why, with a good tailwind, our little 40 could yank all the logs out of the big woods at one throw."

Actually, he fudges somewhat on facts. No. 40's tractive effort, perhaps, shies somewhat from such a Herculean task. There's no doubt the locomotive would go dry trying, though. And if t.e. were determined by nostalgia, the steamers could easily defeat the newfangled diesel locomotives.

Camp engines sport fat pipes on their tenders for siphoning coffee-brown water from nearby

CAMP Manufacturing Co.'s main plant beside the murky Blackwater River at Franklin, Va. Incline is one of Camp's many intermill conveyor systems. Skeleton log cars in foreground can be shortened or lengthened, depending on length of loads

RAILROAD Yards at Franklin are shown below—jammed with long lines of cars loaded with the raw material of paper making. Camp Manufacturing Co. mill is in the center background

FANCIFUL VIEW from Irving's "Life of Washington" (1859) purports to show Washington at Lake Drummond, Dismal Swamp. He and company of "adventurers" schemed to take lumber from area, but the project was beyond the powers of mules and corduroy roads

Blackwater River, a thoroughly practical substitute for permanent tower installations.

Abundance of flowing water also offers natural avenues for raft transportation of logs in supplement to the railroad. George Washington noted his impressions of the thick woodland and bountiful streams in correspondence as early as 1793, but it wasn't until 1850 that lumber operations were established. The Camp family gained control in the '80s, found horse and oxen teams and rafts insufficient and at the turn of the century threw batteries of cabbage stacked woodburners into the swamps.

The Franklin & Carolina is not a Camp offspring—it just sort of grew up with the meandering lumber company offspring.

All in all, Camp products are varied. They include:

End products, lumber division—Kiln-dried Southern pine, flooring, finish, moulding, partition; tidewater red cypress; deep swamp hardwoods; and matched oak flooring.

End products, chemical division—Crude and refined tall oil, soap, paint, turpentine, linoleum, greases, polishes, rubber, asphalt emulsions, synthetic resins, animal dips.

End products, paper division—Kraft paper, crepe paper, saturated paper, waterproof paper, gummed tape, flat weaving tape, kraft envelopes, multi-wall bags, paper cord, seaming cord, book covers, garbage disposal bags, grocery sacks, counter rolls, mailing wrappers, veneer tape, corrugated tape, box stays, tire wraps, laundry wraps, file folders, hand towels, waxed bags, waxed paper, window shades, locker paper bags, wet strength bags, can bags, car liners, paper cores.

Plastics—Ash trays, table tops, furniture, refrigerator panels, radio cabinets, gears, tubing, paper cores, gaskets and floor covering.

For a long time, partners to this array have been the two railroads, one a picturesque adventurer poking about in Dismal Swamp to bring logs to the Franklin mill, and the other a common carrier, the Franklin & Carolina, whose task is to distribute the finished products to other railroads for shipment to consumers.

On both the railroads are symbolic representatives of an American institution, steam railroading.

Just how long Camp will see fit to keep the venerable little steam engines going is a matter of conjecture.

The shadows of the truck and diesel locomotive ever widen.

INDIGO-TONED wail (says the author) is emitted by whistle of Camp Co. Engine No. 18, here ambling along weed-grown track with a long train near Whaleyville on the way to Dismal Swamp. People living nearby might disagree about the "color," but there's no doubt in anybody's mind about what's coming

NO. 55 of the Camp Manufacturing Company's feeder line is a small engine, a long, skinny 2-6-2, with a king-size headlight and towering stack. They just don't build engines like this any more; they also don't build bells and whistles as they did when 55 was constructed

CAMP TRAINS run smack in the middle of Dismal Swamp when they haul logs to the Franklin & Carolina. No. 18's tender, above, is fitted with pipe for siphoning water from rivers. Little train is here heading toward Franklin at Cypress Chapel, Virginia

FEEDER line of Camp Manufacturing Co. twists and turns through the swamp with long grass and reeds cutting off vision ahead of slowly puffing locomotives. Swamp road tallowpots have to feed their charges carefully through here, to minimize danger from forest fires

F&C No. 30 on a steep grade, taking cars from a riverside spur to the Camp Mill at Franklin, Va. On left is Seaboard's Blackwater River Bridge

PRAIRIE-TYPE brakes to a stop with load of logs which have been transferred from private rail line deep in the woods. Wood will be unloaded and ground up for paper making

CAMP CO.'s No. 47 can drink swamp water, but crew carry their own in jug on pilot beam, just ahead of steam chest

GOOD MAINTENANCE is evidenced in portrait of Camp's No. 40. Company also believes in good safety practices

WATER ROUTE. Logs are still rafted and barged down Blackwater River to mill at Franklin. Camp Co. owns its own tugs for this operation

CABBAGE-STACK. When old hands of the Camp Manufacturing Co.'s private railroad talk of the good old days, this is what they mean

WAR BABY. Adaptability is the watchword when it comes to building military locomotives, steam or diesel. Wheels of this specially designed Alco-GE job can be adjusted to fit wide or narrow foreign gages, and couplers and buffers are also adaptable. No. 2094 was the first of 83 units to be shipped to undisclosed Army destinations

MILITARY LOCOMOTIVES

R. TOURRET

OBJECTIVES in the design of locomotives intended for military use differ in several ways from those of civil locomotives. A brief review of the main objects of military locomotive design may be of interest.

Normal railway locomotives are intended for a continuous service life of from twenty to forty years, whereas generally and certainly in wartime, military locomotives will probably not be used for more than a few years of intermittent service. Perhaps the best example of this is provided by the United States Army Transportation Corps standard-gage steam 2-8-0 engines of the last war, many hundreds of which were used only for a year or two in Britain and on the Conti-

nent before being disposed of. Indeed, most power of this class spent an appreciable proportion of this time out of use on various dumps, such as at Penrhos, Cadoxton and Treherbert in South Wales in 1944 and Louvain in Belgium in 1945. However, British authorities have never subscribed to this idea quite so wholeheartedly, and many 2-8-0s from the 1914-18 war are still in service on British Railways, for instance. Also, the austerity 2-8-0s from the 1939-45 war have mostly entered the service of British Railways, though it is perhaps significant that almost all of the austerity 2-8-0s and 2-10-0s on the Nederlandsche Spoorwegen have now been withdrawn from service.

The latter instances reinforce the initial argument because all these engines left the service of the military authorities after only a few years. Whether locomotives for military service should be built to last so as to have a high disposal value, or whether they should be designed merely to last the duration of the military service likely to be encountered and then written off at scrap value, is a complex question without a universal answer.

Military locomotives are only occasionally used for longer periods, although it is the custom to maintain a small stock of engines and of personnel experienced in their maintenance as a nucleus for expansion in time of emergency. Examples are the Longmoor Military Railway in Britain and the Holabird and Ogden establishments in the United States. Such locomotives, however, are rarely designed for such duties. They are usually miscellaneous items purchased from various sources (e.g. Longmoor just before the 1939-45 war) or locomotives left over from the aftermath of a war (e.g. Longmoor just now). Even if locomotives are built specially for such establishments (e.g. W.D. 70208 O-6-2T *Kitchener*), the object of the design is usually to augment the range of operating equipment, rather than to establish one suitable for mass production for general use in the event of war.

THE KEYNOTE of military locomotive design is almost invariably to provide for short and possibly intensive service under a wide range of conditions, The ideal military locomotive would be

U. S. ARMY Transportation Corps standard 2-8-0 No. 93257 was built for the '39-45 war, continued in service after the conflict, on the Longmoor (England) Military Railway

capable of operating on any railway in any country at any time. Military locomotives should be available for use in any climate, from the arctic to the tropics, in dry or in humid atmospheres, with the minimum of detail alteration. This operational requirement may be contrasted with that of the normal civil locomotive which merely has to operate on one specific railway in a given country. It is difficult in practice to produce a locomotive for universal use because, for one thing, the rail gages in use in different countries vary considerably. Although much progress has been made in making military locomotives readily convertible from one gage to another, the step from standard gage to narrow gage, say from 4 feet 8½ inches to 3 feet 6 inches is not nearly so readily accomplished as from 4 feet 8½ inches to 5 feet or even 5 feet 6 inches.

Diesel locomotives are generally more amenable to such changes than steam engines, provided that the expense and complication of changing complete trucks can be tolerated. Quite a high proportion of the locomotives built for the 1939-45 war were designed to allow a ready conversion of gage, at least within the range of either the various standard or narrow gages, but this facility was comparatively rarely employed once the engines were built. Nevertheless, when feasible it should be possible to tranship locomotives fron one area to another, irrespective of different gages, clearances and weight restrictions.

Generally, it is not practicable to convert overhead equipment, station buildings, tunnels, platforms, etc., and the imported locomotive stock must conform to the existing situation. Military locomotives should therefore be built to a composite clearance diagram incorporating the most restricted dimensions of the railways in the countries in which there is any possibility of their operating.

Reliability is more important than the utmost thermal efficiency and greatest mileage for a given quantity of fuel. That is true for civil locomotives, but it is even more applicable to military power. In wartime, although the expense of an operation will be considered, it is certainly not with such a scrutiny of minute details that the accounts of civil railways are normally subjected to. Indeed, some military operations will be pushed through

SHUNTER 6006, an 0-6-0T, was built to USATC specifications, lotte ed WD for service in Britain during the late war

regardless of expense, and generally only proved units and proved design features will be incorporated, regardless of cost.

FOR MILITARY purposes, detail items should be standardized as ruthlessly as possible. Take nuts and bolts, for instance —the greater the number of different types and sizes employed, the greater the stock of spares required and the more likely it is that the items will not be readily available when required. Mobile military operations are likely to be subject to great upheaval from time to time, with consequent disorganization. The ideal would be one size of nut and bolt to be used throughout the whole range of military locomotive design.

It is even more desirable than usual that fittings be foolproof and that parts can be assembled in only one way—the correct way. Scarce special tools are undesirable because they are invariably not to hand when required. It is advantageous if repairs can be undertaken by removing the offending item whole and replacing it with a new or reconditioned unit, while the unserviceable item is sent back to a suitable base for repair by a team specializing in that particular unit. This policy should be extended up to components of the magnitude of, say, complete engines, generators and trucks of a diesel locomotive, and the design should be such that these components can be removed and replaced as easily and rapidly as possible. Steam engines are not so amenable to this type of breakdown into separate units, but these principles should be adhered to as far as possible.

In the last war, a practice known as cannibalization was commonly employed in which failed locomotives were stripped for spare parts to keep others in service. While this emphasizes the need for ample supplies of spare parts, the provision of which would be simplified by increased standardization, it also illustrates the desirability of being able to interchange components with as little trouble as possible. In the stress of war operations, locomotives may well outstrip their supplies and the operating personnel will naturally resort to cannibalization in order to maintain the maximum number of units in service. Indeed, by the time spare parts have become available again, the need for maximum utilization of power may well have passed.

Motive power units should be capable of division into reasonably small packages, the smaller the better for ease of shipment and storage. With the increasing use of air freight, this point is likely to assume a greater importance in the future. Already, small petrol engines have been flown into combat zones. Diesel locomotives are again more amenable to this type of breakdown. In the last war, American 65-ton, 560-hp. standard-gage diesel-electric locomotives were shipped in three crates, one crate containing the chassis, tools and various parts, and two crates weighing just under 13 tons each containing a truck assembly.

SOME of the factors to be considered in the design of military locomotives have been reviewed above. It must be remembered, however, that the more special the design becomes, the higher the cost and time of construction are likely to be. This is especially true in the United States, where mass-production of a very limited range of diesel locomotives is now the custom.

The designer of military locomotives has therefore to compromise between what is most desirable for the abnormal service conditions envisioned, and what can be readily obtained. Should the "Joe Soap" lubricator, which is an off-the-shelf item but which employs 29 different sizes of bolts, be used, or should a special lubricator be designed using only two different bolts? And if the latter, who is willing to make it and how long will it be before lubricators are coming off the production line? Indeed, how long will it be before the production line itself can be set up?

Schoenfield Collection, Three Lions

CANADIAN FIRST. More than half a century ago, T. J. McBride of Winnipeg, Manitoba, patented his "Observatory Sleeper," above and right, combining all the advantages of the modern vista dome. At night the observatory seats, "large and roomy and easy of access," became upper berths

Information Booth

Conducted by ALFRED COMSTOCK

Q *When the New York Central completes its new $18 million twin lift span across the Harlem River, will its 138th Street Station, in the Bronx, still be used?* —Arthur T. Knowles, 40 Wall St., New York 7, N. Y.

A 138th Street Station will remain in service. The new span, which will be completed in 1956, parallels the present bridge so closely that there will be little change in the Central's track alignment. The span now under construction parallels the old one on the West rather than the one on the East to avoid interference with the city subway. Since the new structure is of the lift type, its raised spans leave a clear space for the old bridge to swing open while the new span is being erected. As the spans will be built in their raised position the river won't be blocked.

The powerful electric hoists and huge, steel-encased concrete counterweights of the new bridge will be able to whisk the 1400-ton bridge spans up to 135 feet above the water in ninety seconds flat, more than twice the speed at which the present swing bridge operates. The bridge opens to let more than a thousand boats a year pass through the Harlem River, and most of them must go through during rail traffic periods. Official craft, such as

police and fire boats, may pass at any time. Commuter travel will account for about 75 per cent of the train movements over the new bridge, yet the cost of the structure will be about twice the total revenue New York Central receives from its commuters in a whole year. Some 54 million passengers a year, on the average, cross the Harlem on the Central's four tracks.

The new structure will be the fifth to carry NYC tracks across the Harlem. The first wooden bridge was built in 1841; a second replaced it in 1856. Then came a double-tracked iron bridge in 1871. The present steel swing bridge began its long and useful career in 1897, and has been modernized many times to care for the increasing size and weight of trains. The new span will be far the finest, able to carry the heaviest trains that can be built in the forseeable future. Closed, it will be 25 feet above mean high water; raised, its span will clear masts up to 135 feet high. It will leave an open channel 225 feet wide, compared to the two present 100-foot channels. Overall, including approaches, the new bridge will be 1780 feet long and contain almost 14,000 tons of steel.

* * *

Q *Who invented the Southern valve gear and in what year?*—W. H. Culliwiy, P. O. Box 462, Mullens, W. Va.

A The Southern locomotive valve gear was invented by William Sherman Brown of Knoxville, Tennessee, a locomotive engineer on the Southern Railway. It was first applied to a ten-wheeled locomotive on that road during February, 1913. The Southern, Seaboard Air Line and other roads in the south applied Southern valve gear to quite a number of their locomotives before 1918, and during the United States Railroad Administration days of 1918 and 1919, it was applied to a large number of standardized locomotives on many different railroads. An adaptation of an early British radial gear, the Southern somewhat resembled the Walschaerts valve gear, but differed in having a stationary link placed horizontally on the frame of the engine. The vertical motion of the drive wheel with this gear prevented proper valve cutoff. Becoming less and less popular shortly after World War I, the Southern gear finally disappeared from the market of locomotive appliances. It was manufactured in Richmond, Virginia, home of the Richmond Locomotive Works. Many engines of the USRA standard designs, equipped with Southern valve motion, are still rendering faithful service.

* * *

Q *Back in the 1920s, when I was in my teens, I used to hear of the Cloverleaf Route. Was there ever a railroad by that*

name?—Galen Morris, 1429 E. 34th St., Tacoma, Wash.

A Yes, indeed! The Clover Leaf was the Toledo, St. Louis & Western, with 449.71 miles of trackage, extending from Toledo westward through the fertile expanses of Ohio, Indiana, and Illinois to St. Louis. With the Grand Trunk Western, the Clover Leaf jointly owned the Detroit & Toledo Shore Line Railroad, whose 59 miles of track connected the automobile cities. The Toledo, St. Louis & Western was incorporated July 5, 1900, in Indiana, as successor to the Toledo, St. Louis & Kansas City Railroad Company, and sold under foreclosure March 27, 1900. A hauler chiefly of lumber, grain and livestock, the Clover Leaf was not a single railroad, conceived, financed, and constructed as such, but rather a consolidation of many short lines over a period of years and a series of misfortunes. At one time it had the distinction of being the longest narrow-gage road east of the Mississippi. The component parts of the line were among the first roads through much of the territory they served, and their building was of great importance to the rich and rapidly developing territory of northwestern Ohio, central Indiana, and Illinois. Parts of it still exist today as the Clover Leaf district of the Nickel Plate.

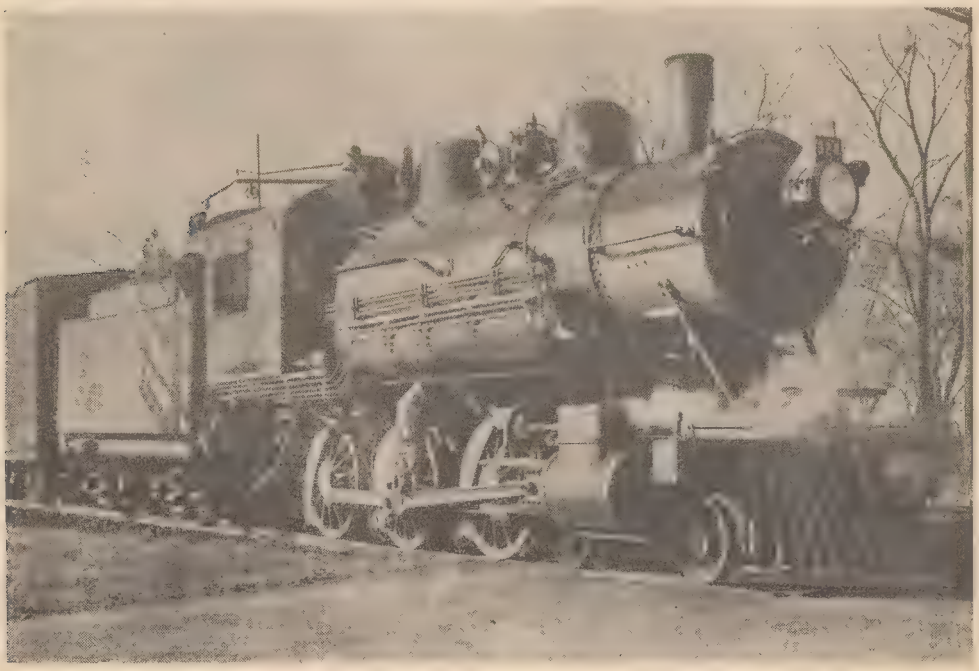
* * *

Q *How long is the Norfolk Southern Railway's trestle across Albemarle Sound?*

A This remarkable structure is 5.8 miles long. In 1907 construction was started on it, to replace the car ferries then in service. Financial stress and receivership held up the work, as did the Government's demand that two draws be incorporated in the span, thus greatly increasing its cost. In 1910 the structure

SETTING SUN. Northern Pacific was seeking abandonment of 20.6 mile Taylors Falls Branch, between that town and Wyoming, Minn., when the photos on this and the next page were taken, in 1946. Above, right: Combination coach is spotted at Wyoming Station for loading. Below: NP's No. 328, an S-10 Class 4-6-0, stopped for drink and grease job before starting Taylors Falls roundtrip

Marvin W. Strate



was finally completed. It runs from a point south of Edenton, North Carolina to Mackeys. The single-track crossing is almost like going out to sea on a railroad train. Albemarle Sound is mostly shallow, but with a 30-foot channel, and the rails are about car height above the water.

* * *

Q *What's the story concerning the dark green Reading Company coaches on the Long Island Rail Road?*

A Sixteen Reading coaches have been leased for an indefinite period for use on the dieselized main line to Greenport and the Montauk branch, the Long Island announced on May 20th. The Reading Company name will be retained on the cars for eventual return when the Long Island buys new ones of its own. The cars supplement the LIRR's own 326 Dieselline coaches, and will ease the heavy passenger load resulting from development of eastern Nassau and western Suffolk Counties, which has forced expansion of some trains from six or seven cars to as many as twelve. It will also permit the line to take off its own coaches one by one for much-needed overhaul. In addition, a new morning commuter train was put on the Hicksville-Jamaica run in June.

* * *

Q *When was regenerative braking introduced?*

A Regenerative electric braking, now popular on diesel locomotives, was first tried experimentally in 1886 by Frank J. Sprague on the Manhattan Elevated Railway, in New York City.

* * *

Q *I was surprised to read last May of the election of John W. Barriger as a vice-president of the Rock Island. Only last January he left the presidency of the Monon to become a vice-president of the New Haven.*

A Mr. Barriger is a native of Dallas, Texas. He started his railroad career as

Richard Steinheimer

ON THE RIALTO. Pacific Electric time freight No. 3 threads its way through San Bernardino, Calif., traffic, headed for Los Angeles. It meets No. 2 at Etiwanda, where it picks up that train's diesel unit. The two engines then haul No. 4 from Los Angeles, over the hill at Alto Loma. Tonnage is mainly interchange picked up from SP at Colton

a shop hand at the Altoona shops of the Pennsylvania Railroad. Following his graduation from MIT, Mr. Barriger returned to the Pennsy as a rodman in the engineering department. Next, he worked in various posts in the operating department, then joined the New York investment banking firm of Kuhn, Loeb & Company, later leaving that company to become head of the railroad division of the Reconstruction Finance Corporation. Mr. Barriger became President of the Chicago, Indianapolis & Louisville (Monon) in 1946, and vice-president of the New Haven last January.

* * *

Q *Please print an account of how the Chesapeake & Ohio lengthened its carferry* Pere Marquette.

A In one of the most intricate operations in shipbuilding, the C&O's carferry *Pere Marquette* 22 was cut in half during the third week in April and a 40-foot section added to her length at Manitowoc, Wisconsin. She thus became 400 feet long, and because of new boilers and engines previously installed, has a speed of eighteen miles per hour. The lengthening, which took over two months to complete, was part of the C&O's fifteen million dollar program to expand and improve its carferry service across Lake Michigan. Chessie's railroad recently added two new ships, the *SS Spartan* and *SS Badger* to its fleet at a cost of $10 million.

The zigzag cut through the hull of the *Pere Marquette* 22 followed the square formation of the steel plates just forward of amidships. The stern section was then pulled away, leaving the forward part of the ship stationary. Using wire cables, block-and-tackle and a large winch it took approximately six hours to move the stern 40 feet, just fast enough so that it would not stick as it moved. Following the delicate operation of stopping the gap at exactly 40 feet, the new section, most of it already prefabricated, was fittted into place. The interior then was refitted,

after which the ship was refloated and returned to service.

* * *

Q *Please give an account of the wreck of the Milwaukee Road's* Olympian-Hiawatha, *last May 31st.*

A This crack Seattle to Chicago train, carrying 163 passengers, jumped the track near Superior, Montana early on that day, and sparks from overhead trolleys on the electrified section set fire to a plush $325,000 glass-top all-dome observation car and to a daycoach. Both were burned to the wheels, but everyone had escaped. Mineral Hospital listed 36 injured. A physician said all but two of the victims were given emergency first aid and released. Lightning-like flashes from the trolleys sizzled around the wreckage. A trestle beneath the burning cars was afire. High tension lines along the roadbed fell down. Most of the passengers on this streamliner, which runs by electricity in this area, were asleep when the ten-car train was derailed on a fifteen foot embankment. A broken rail was blamed.

* * *

Q *Let's have a brief story on how the Pennsy is flashing reservation tickets in "picture" form by Western Union facsimile telegraphy.*

A Travelers walk into Pennsylvania Railroad branch offices now, ask for reservations and seconds later are handed duplicates of space coupons, although the originals are still miles away at the main office. Here's how it's done: The PRR is equipping branch offices with a compact facsimile machine, leased from Western Union, known as the Desk-Fax. It transmits requests and receives reservations in picture form at the push of a button A branch office clerk simply checks a form to indicate the train, date and type of accommodation desired and places it on the drum of the Desk-Fax. In replying, the main office puts the coupon for the desired space on another drum, presses a button, and "wires" a picture of the coupon.

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THE NORTH SHORE STORY

Story and Photos by
LESTER C. HARLOW

Chicago-Milwaukee Interurban Thrives on Passenger Business from Civilians and Servicemen

IN SOME RESPECTS the North Shore Line is an interurban. It provides services to a number of small communities spaced closely together, part of the time with its cars sharing city streets. In other respects, it is a high-speed passenger and freight road with sufficient revenue to place it among major railroads of the United States. Regardless of how you may classify the Chicago, North Shore & Milwaukee in your own mind you can not help but become interested in its operation and in its history.

On the western shores of Lake Michigan are Chicago and Milwaukee, both famous for their manufacturing, and to sport fans they are homes for major league ball clubs. In between these two are Racine and Kenosha in Wisconsin and Waukegan in Illinois. All have large factories employing thousands of workers and shipping many cars of freight. Southward from Waukegan the area becomes more densely populated as you get closer

to Chicago. This density is sufficient to warrant the operation of a high-speed electric line.

The Chicago, North Shore & Milwaukee Railway might be described as consisting of two lines and one branch. The main line is the one between Chicago and Milwaukee by way of the Skokie Valley Route. It is 77 miles long and double-tracked throughout except for a half mile south of Milwaukee. In addition there are 12 miles of operation over the tracks of the Milwaukee Road to Irving Park Road in Chicago and then over the tracks of the Chicago Transit Authority southward to the Loop and on to Roosevelt Road. This route also has 18 miles of sidings to serve industrial users.

The other section of the North Shore Line is known as the Shore Line Route. It begins at Laurel Avenue in Wilmette and continues northward 21 miles to Tenth Street in Waukegan. From Laurel Avenue southward trains operate over a

section of the Milwaukee Road to Howard Street where it joins the Skokie Valley Route into the Loop. The Shore Line right-of-way is not all privately owned. At several places the tracks are laid on public streets. All tracks on the right-of-way through Winnetka are separated by elevation or depressions. Part of this was depressed or elevated in 1938 by the WPA program. Local ordinances prohibit freight service south of Highland Park but north of it there are 2½ miles of sidings for industrial users.

The Libertyville Branch, which is a third segment of the CNS&M, extends from Lake Bluff, six miles south of Waukegan, westward a distance of 7½ miles to the towns of Libertyville and Mundelein. In doing so it crosses the main line just west of Lake Bluff. This branch is a valuable route for freight traffic. At Rondout, interchange is made with the Milwaukee Road and the Elgin, Joliet & Eastern Railway. Further west at Mundelein interchange is made with the Soo Line. New factories are springing up all along this branch, which has 2½ miles of turnouts and sidings.

The company owns its own station in Milwaukee, but leases its Chicago station at 223 South Wabash Avenue in the Loop. It was recently rebuilt after a serious fire in 1951. There is a company-owned station at Howard Street on the northern city limits of Chicago. Elsewhere in Chicago the North Shore Line uses the facilities of the Chicago Transit Authority where stops are made to pick up passengers. Until recently it was possible for inbound passengers to transfer directly to CTA trains without payment of full CTA fare but that arrangement has been ended and a change of platform as well as payment of full CTA fare is now required. In Milwaukee the railway maintains a large terminal at Sixth and Michigan Streets. In addition, stops are made at designated street intersections for passengers. Passenger stations are maintained in 34 communities, many of which include lunch counters and newsstands. Regular baggage service is provided on both lines.

INSPECTING, overhauling and repairing of equipment is done at the principal shop in Highwood. If the proposed abandonment of the Shore Line Route is ever approved, the Highwood shops will be moved to North Chicago where land has already been acquired for this purpose. Operating offices are located at Highwood and the main offices are in downtown Chicago. Additional shop facilities are

maintained at Harrison Street in Milwaukee, where most of the repairs to the Electroliners are made. A freight repair facility is kept at the Pettibone Yard in North Chicago adjacent to the Great Lakes Naval Training Center.

No new equipment has been added since the purchase of the Electroliners in February 1941, and these were the first additions since 1929. However, the company rehabilitates and modernizes its older equipment on a systematic basis. It has acquired at opportune times freight locomotives from other companies, to the point where boomers outnumber the home guard six to two. For statistically minded readers the current roster shows the following equipment: 141 passenger and dining cars, 2 articulated streamlined trains, 17 freight cars, 8 freight locomotives and 63 service and miscellaneous pieces of equipment.

About the only employes most riders see are the conductors and the ticket sellers, yet there are many others working behind the scenes. At the latest count the North Shore Line had 1003 workers on the payroll, and they have received wage increases from time to time in accordance with the national pattern of the railroad and transit industries.

It is in the revenue department that the company differs from the normal railroad. Passenger traffic, not freight, is paramount because it represents 87 per cent of the total operating revenue. In 1952 this amounted to $7,535,000 while the freight revenue was barely over $1,000,000. A further breakdown of the operating revenues shows that more than 80 percent comes from Illinois. Freight revenues have never accounted for more than 24 percent and at present they only account for about 12. This is a sharp contrast with some of the consistently profitable steam-diesel railroads, which show a freight percentage of 85 to 95. It is generally known that a good propor-

CHICAGO BOUND. Timetable calls for two Electroliner trains to make five daily trips out of Milwaukee—here's No. 802 passing Lake Bluff on mainline Skokie Valley Route. Track at right leads to connection with Shore Line Route in background

NEAR CAPACITY. Train 802, with most of its 147 seats filled, glides through interlocking at South Upton beside tracks of Libertyville Branch at left. Pair of Electroliners have been in almost continuous service since February 9, 1941

SHORE LINE ROUTE. Commuters on little brother line receive frequent service between Waukegan and Chicago. One stop for Chicago-bound Train 208 is Lake Bluff station at Scranton Avenue

SOUTH UPTON. After passing tower, Train 715 crosses Chicago & North Western tracks in foreground, then goes on to Libertyville and Mundelein. Branch trains out of Chicago stop at Skokie Valley communities enroute

tion of the North Shore's revenue was directly attributable to the Great Lakes Naval Training Station and the Army's Ft. Sheridan. At one time this military business represented 44 percent of the passenger revenues, 34 per cent of the freight and 38 percent on concessions. They are still influential, for part of the 1952 reduction in revenue was due to the decreased activity at Great Lakes and Fort Sheridan. No doubt new reductions in military spending will mean further drops in revenue.

Through carload freight rates were first established with connecting railroads as early as 1906 and have been constantly extended until now a full line of rates is in effect from all points in the country. Less-than-carload shipments were inaugurated in 1917. Electricity for the movement of this freight and passenger traffic originally was bought from the Thomas Iron & Brass Works in Waukegan, but the railway soon outgrew that arrangement and today the electricity is purchased from power companies operating in the area. In Illinois, power is obtained from one manual and thirteen automatic substations. These are owned by the railway and leased to the power company. Six are located on the main line, seven on the Shore Line, and one on the Libertyville Branch. The power company backs these up with four additional substations. In Wisconsin power is obtained and distributed by three manual and six automatic substations, also owned by the railroad. When North Shore trains operate over the tracks of other roads the price of the power is included in the rental charge. Last year the railway's power bill was approximately $665,000.

The railway is in the bus business, too. Noting that there was a swing to bus transportation in many areas, the North Shore decided in 1947 not to fight this trend but join it. Now it has control of local bus companies serving areas in both Illinois and Wisconsin. These railway-owned bus lines serve Racine, Kenosha, Neenah, Menasha, Fond Du Lac, Sheboygan, and Appleton in Wisconsin and Waukegan, North Chicago and Rockford in Illinois.

HISTORICALLY speaking, the railway started on October 14, 1891 in Waukegan when the city council granted to R. W. Coon and S. W. Bradbury the right to construct, maintain, and operate a street railway there. The record shows, incidentally, that the city attorney expressed an opinion as to what legal steps could be taken if a horse and carriage persisted in blocking the path of the streetcar. This outfit was known as the Waukegan & North Shore Transit Company. It was not long before the group expanded its operations beyond Waukegan and organized the Bluff City Electric Interurban Street Railway on June 25, 1894 "to locate, construct, maintain and operate an electric street railroad in the Townships of Waukegan and Shields in the County of Lake, State of Illinois." The earlier company was omitted from the trustees' report in later years, probably an error of omission in failing to carry research back far enough. On April 17, 1895 construction of the road was completed and service was started to Tenth Street in North Chicago. This part continued in service until November 16, 1947 when it was abandoned and bussed, only abandonment of the company to date. By May 30, 1896 the tracks had been extended southward through North Chicago to what is today 22nd Street. Here work was halted due to difficulties in obtaining permission to cross over or tunnel under the Chicago & North Western right-of-way.

In 1898 an extension was started on the east side of the North Western tracks southward 9½ miles to Highland Park. Passengers had to get off at 22nd Street, cross the North Western tracks and board another train on the east side to continue their journey southward. During this period the local streetcar line had ideas of expansion and changed its name to the Chicago & Milwaukee Electric

POWER, FREIGHT, BAGGAGE. Wooden and steel poles both distribute juice north of Waukegan, above, to southbound extra's No. 458 heading for North Chicago's Pettibone yard with dual trolleys up. Left: Cincinnati-built No. 220, acquired in 1922 for small freight, today often handles baggage of Great Lakes personnel

WORKCAR. One of North Shore's oldest pieces of equipment is No. 70, Brill-built in 1909 as sweeper-snowplow, whose rotary brushes at each end were removed when streetcar work dwindled

BOOMER. Engine 459, right, and sister 458, opposite page, came to North Shore in 1948 from Oregon Electric Railway to augment heavy freight service of rapidly expanding industrial areas

NON-BOOMERS. Engine 455, right, and 456, below, are trolley-battery locos built for way-freight service in 1928 by General Electric—batteries permit them to set out and pick up cars from industrial sidings beyond end of trolley wire. Here they're operating directly from 650-volt DC wire, No. 456 leaving Pettibone yard with Milwaukee-bound extra drag

Railway. In 1899 the line was extended southward 10 more miles to Evanston. At long last the North Western broke down and permitted a tunnel under its tracks at what is today known as North Chicago Junction. Through service between Waukegan and Evanston was started on August 6, 1899. To get into Evanston it was necessary to arrange a trackage agreement with the Chicago, Milwaukee & St. Paul. Shortly after through service was inaugurated, the line was double-tracked throughout its entire length. At the same time some of the local communities, fearing freight trains would create hazards in their streets, passed ordinances which prohibited them, and these have never been repealed.

In 1902 a branch was begun westward from Lake Bluff to Libertyville. This 5½-mile branch was opened for service on August 30, 1903 despite the North Western, which blocked the line further north by refusing to permit the company to cross over or tunnel under their tracks. One car was dragged across the North Western tracks, and a steam locomotive, No. 165, was obtained from a construction company and service was provided. Later a jumper was installed and the line was electrified. On March 25, 1904, the North Western having finally consented, a tunnel was completed and the two parts were tied together.

The year 1905 was an important one in the history of the railway, for the Lake Bluff-Libertyville line was extended westward to Rockefeller, later Area and now Mundelein, where service was opened in August. This branch was never extended any further although surveys were made, the depression of the 1930's killing whatever plans there might have been.

THE NAVY started to build on a tract of land between the company's tracks and the lake at North Chicago on July 1, 1905. This marked the beginning of the Great Lakes Naval Training Station, a profitable source of revenue for the company over the years. In 1905 the company turned around and looked northward. Work started on a line from Lake Bluff on the west side of the North Western tracks northward by the western outskirts of Waukegan towards Milwaukee. In November the rails reached the newly-founded religious colony of Zion, and in December they were at Kenosha. Work slowed down with the winter weather but in September of 1906 service began to Racine. In the meantime the Chicago & Milwaukee Electric Railway was organized in Wisconsin and a franchise was obtained permitting the construction and operation of streetcar lines in Milwaukee. In 1907 the northward march continued almost to Milwaukee, but hard times came and the railway was placed in receivership. Two companies were then organized under the same name but in two different states. Despite the legal difficulties the line was finally completed and through service between Milwaukee and Evanston was inaugurated in 1908 with four through trains each way.

Then the line extended more than 70 miles, linking a number of communities along the way. Taking into consideration the Lake Bluff-Libertyville Branch the company now operated more than 75 miles. Cities along the line were growing at amazing rates. Chicago made an effort to develop her suburbs. Elevated lines were extended to Howard Street and commuter traffic became important. This growth tied the people more to the City of Chicago and created new and difficult problems. In 1912 a proposed organization was formed having as its objective an entrance into Chicago. On May 1, 1916 the two companies (one in Illinois the other in Wisconsin) were sold for $2,500,000 to the newly-organized Chicago, North Shore & Milwaukee Railroad. Double tracking was completed between Racine and Milwaukee except for a half mile portion south of Milwaukee. In 1917 this company acquired Milwaukee property for a terminal and inaugurated merchandise dispatch service.

PASSING SOUTH UPTON. Loaded with sailors and officers, Saturday-only No. 412 gets into Chicago but four minutes behind Electroliner preceding her. After commuter rush, weekday mid-morning trains such as 410, right, are reduced accordingly. Although temperature was five below zero, bottom, riders of 408 were kept warm in electrically-heated cars

KENOSHA. One of principal stations on Route of Electroliners, sturdy and well-built structure provides excellent accommodations to hundreds who use it daily

LEFT, RIGHT, BEHIND. Pettibone Yard, Chicago & North Western, Great Lakes Naval Training Station. Chi-bound 420, going upgrade from North Chicago Junction, consists of three Silverliners, two other cars

MIXED PASSENGER. Completing sprint up Skokie Valley at South Upton are two 700 series Silverliners and a Silverliner-to-be. Rather than lay out extensive capital for new equipment, North Shore produces modern cars from old ones in rehabilitation program at Highwood Shops

Chicago-bound passengers had to transfer at Evanston to elevated trains, but on March 31, 1919 the North Shore Line obtained joint operating rights over a section of the Chicago, Milwaukee & St. Paul's Evanston Division from Laurel Avenue in Willmette to Irving Park Road in Chicago. It also obtained from the Northwestern Elevated Railroad (now part of the CTA) rights from Irving Park Road into and through the Loop district to Roosevelt Road. Operation from Milwaukee into the Loop opened on August 6, 1919, terminating at Roosevelt Road. On February 15, 1922 operating rights were extended southward to 63rd Street and Stony Island Avenue. The new terminal in Milwaukee at Sixth and Michigan Streets was opened on September 14, 1920—it is still the northern terminus of the Company's operations.

In the early 1920's the company had only one route between Chicago and Milwaukee. It was not built for high-speed through service but designed to serve the local intercity needs of the towns and villages. The suburbanization of towns along the way tied it with the Chicago transportation picture. The problem was different on the north end in Wisconsin for the suburban trend had not extended southward from Milwaukee as it had extended northward from Chicago.

Long running time required to make the trip over the North Shore Line compared to paralleling steam roads made it impossible to get any through traffice between Chicago and Milwaukee, so in 1923 the Chicago, North Shore & Northern Railway was incorporated to acquire right-of-way up the Skokie Valley from the Rapid Transit station at Howard Street to a connection with the Libertyville Branch at South Upton. Before this the Chicago, North Shore & Milwaukee Railroad Company had been formed to acquire all of the assets of the earlier company. Having received the necessary right-of-way, the Chicago, North Shore & Northern was absorbed into the present company.

Construction of the new line started in 1924, and part of the road to Niles Center (now Dempster Street) was opened in 1925. The entire 22-mile main line was opened on June 5, 1926, prividing a high-speed route where its trains could operate over a fully-protected right-of-way. The Chicago Rapid Transit entered into an agreement to operate its elevated trains over part of this route to Niles Center, and this continued until 1948. Opening of

this new line also meant the transferring of the through trains to the Skokie Valley Route, leaving the Shore Line to serve the needs of the suburban traffic exclusively. Additional service was provided to the Libertyville Branch and the people were brought closer to Chicago in terms of time.

Although interchange freight service agreements had been made as early as 1906 the previously mentioned local ordinances prevented freight trains from operating south of Highland Park. In 1927 the company acquired two 65-ton trolley-battery locomotives from General Electric capable of pulling 35 fully-loaded freight cars at 12 miles an hour. The batteries permitted them to operate on industrial sidings beyond the end of the trolley wire. Today these locomotives are Nos. 455 and 456.

To speed up the trains, the railway began a series of experiments in 1936 to eliminate the tendency of trucks to nose at high speeds. Cameras were mounted and photographs were made of the wheels at various operating speeds. As a result a design known as the cylindrical tread was adopted. This same tread has now become standard on all major United States railroads operating high-speed trains.

On February 9, 1941 two new four-unit articulated trains capable of traveling 100 miles an hour were introduced. They were built by the St. Louis Car Company. These Electroliners, as they are known, provide two-hour service between Chicago and Milwaukee for 147 passengers, and they carry a diner. Their schedule calls for two round trips each day between Chicago and Milwaukee.

A STRIKE in 1938 stopped operations for six weeks, and out of this came a decision from the Interstate Commerce Commission that the company was not an interurban, street railway or suburban electric railway but an integral part of the nation's railway system. This was a reversal of its decision two years earlier. This strike also sowed the seeds of a union struggle that burst out in full bloom four years later.

The seeds sown in 1938 by the union representing the elevated system employes blossomed in 1942 when the company was

STATEMENT. Because of careful maintenance, railway claims No. 702 is as good or better than when built in 1922 by Cincinnati Car Company. Here it passes Lake Bluff's small station on Shore Line as Train 542

DEPRESSED. One of few cuts on North Shore Line, just west of Lake Bluff. More typical is well-ballasted roadbed of Skokie Valley Route. At left are parts of distribution frames of an automatic power station which supplies juice to some of system

informed that starting at 5 a.m. on February 1st the union would not longer participate in moving trains of the North Shore Line over Rapid Transit elevated tracks. The towermen refused to throw the necessary switches and trains were prevented from going into the Loop. This forced all trains to terminate at the Chicago city limits. A compromise agreement finally restored service 18 days later. As a result of this agreement, North Shore Line employes operate the trains to Howard Street. Here they get off, and employes of a different union operate the trains over the elevated lines south to Roosevelt Road. The company contends that using the CTA employes under this procedure costs them a substantial amount more each year than if they used their own crews, and the union contends that employes of other unions would be doing work belonging to them. In June 1952 the company asked for an injunction restraining the union from interfering with the operation of the North Shore trains south of Howard Street, and recently the Trial Examiner recommended that this procedure be considered a secondary boycott. The whole issue will probably drag many months before being settled through all courts.

On March 28, 1948 the railway was hit again, this time by the longest strike in its history. This one began over wages and rules but before it ended other developments occurred. It lasted 91 days and service was not restored until the morning of June 30, 1948. This strike succeeded in driving many people to other transportation and produced the first real efforts toward abandoning the Shore Line from North Chicago Junction to Evanston and replacing the service with buses as well as moving the railway shops to North Chicago from Highwood. This move to drop 23½ miles of line has been strongly opposed by many influential people residing in the communities along the line. Some reasons for making the operation unprofitable are the peaking of traffic during the morning and evening hours, the rule requiring collectors on every car, the previously mentioned changing of crews at Howard Street and the inability to

provide freight service. Although examiners have recommended against abandoning the line, the matter is by no means a dead issue.

TO CUT LOSSES, major reductions were made in trains. A number were dropped, largely during the middle of the day. Dining car service on all trains but the Electroliners was stopped on June 6, 1949 and the diners were converted into revenue-producing coaches. To build up service without expensive outlays for new equipment, a number of cars were rebuilt at the Highwood Shops. On May 17, 1950 the first of these Silverliners was placed in operation. The initial program included 30 cars but because of its success it has been continued and cars are modernized as the shop workload permits. When it is necessary to keep an Electroliner in the shop for minor repairs, a Silverliner takes over and makes the run on the same schedule. About the same time, two freight locomotives, Nos. 458 and 459, were acquired from the Oregon Electric Railway for heavy through service.

Many years have gone by since a passenger lost a life through negligence of the railway. However, each year there are two or three serious accidents caused by people ignoring warning signals or driving around gates and in front of speeding trains. A serious wreck tieing up the line happened last summer between Racine and Kenosha when a car drove in front of a train and derailed it. Service was restored the next day. My wife and daughter, incidentally, had come out from Chicago on this train but had left it shortly before at North Chicago Junction.

Whatever may happen to the railway in the future is only conjecture. But from the growth of the area it serves, the soundness of its operating structure, and the excellent service it gives, there is every indication that the North Shore Line may be running for some years more at least.

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CARBARN COMMENT

Conducted by TED SANCHAGRIN

George Pickow, Three Lions

MEXICAN STYLE. Celaya's entire system covers no more than two miles through town and country, depending on mood of mule, driver, conductor or passengers. Ride goes on all day long every 15 minutes; alternates between two vehicles drawn by standard beast of burden

CHEESECAKE. A motion has been made and duly seconded here that, in the interest of freedom of the press and leg art on the pages of *Railroad Magazine*, the floor be given to C. C. Bogardus of Santa Barbara, Calif., to express a point of view which may or may not be in accord with that of other, less gifted men already holding the honorary degree of Letters to the Editor.

Bogardus' premise about cheesecake is this:

"To those who have given themselves over to the worship and deification of the steam locomotive and the streetcar, it will be observed that great numbers have adopted a monastic fervor in the pursuit of their avocation. It thus follows that the true devotee must expel from his thought processes all distractions which

PART OF FARE. Two cents or equivalent entitles customer to take over reins from resting driver. Car doesn't stop to take on or let off passengers—it's expected that any Mexican can keep up with slow pace of mule

might introduce the sensual in his meditations. To come directly to the point, and in support of the foregoing, I was idly skimming through a void in your publication which you are pleased to call Carbarn Comment, Pg. 82, Circa July 1953, when my eyes lit on a disquieting sight. A photograph submitted by one Maurine Neuberger of Portland, Oregon, was displayed bearing no relationship to the railroad scene whatsoever. If I am not mistaken, I believe the plebian description is termed cheesecake. Later, I was further alarmed to find a recurrence of this travesty in On the Spot, Pg. 112.

"Heinous as the mere appearance of bare limbs are on the hallowed pages of *Railroad*, the transgression is rendered more odious by the fact that the Misses Margaret Carnine and Barbara Benson should never be allowed to pose in front of a camera in any garb which exposes any portion of anatomy above the latitude of the ankle. Miss Carnine's one-footed stance in a pair of shorts that were obviously made for an older brother who is a guard at Notre Dame will do little to endear herself with the John Powers' Model Agency. In Miss Benson we perceive a similar dearth of sensibility. It is inconceivable that a girl who allows her age to be published at 22 years would be caught dead in a bathing suit of post-World War I vintage.

"From the foregoing, I will undoubtedly be placed in the category of dispeptic malcontent who has no eye for the well-turned calf. This digression has meant to convey no such dire implication. My point is, and I am certain Lucius Beebe will agree with me, let us not sully *Railroad* with partially-clad female torsos; but should the common taste run to such burlesque, why not show us limbs worthy of *Esquire?*"

* * *

HOME FOUND. The Maryland Historical Society will see to it that the eight old streetcars which the Baltimore Transit Company wants a home for are preserved. They had been taking up space needed by BTC in its Irvington carbarn (see Carbarn, June '53).

A transportation museum probably will be established for them through the cooperation of the City Park Board and the Mayor. The transit firm, while anxious to have the cars saved rather than scrapped, turned down a number of irresponsible and commercial offers before the Society stepped in.

* * *

FIRST AND LAST. Earl Heydinger picked up this human interest note recently from the *Bethlehem Globe Times* in Pennsylvania: A driver from Montana, seeing a crowd in Bethlehem one Monday last June, stopped to ask the occasion. When told it was the last day

Eric Saunders, La Mesa, Calif.

PURCHASE DETAIL. San Diego's trolley demise several years ago meant modern PCC cars for El Paso, which bought 17 of them. Above: Nos. 501, 507, 521 at the Santa Fe's Hazards Spur ready for trip to Texas, where they became Nos. 1517-1519. Left and below: Car 504 (1502) being remodeled in Adams Avenue carbarn before journey to Texas

of the Lehigh Valley Transit trolleys in the Bethlehem-Allentown area, he noted that his son had never ridden on one, so he put his boy on the trolley and followed in his car to Allentown.

* * *

LAW OF ECONOMICS. The profit-and-loss system has stopped something which the Supreme Court wouldn't—radio broadcasts of instrumental music, news reports and commercial advertising in streetcars and buses of Washington's Capital Transit Company. If you recall, the highest court had ruled that such broadcasts did not deprive riders of their freedom not to listen (see Carbarn, February '53).

Capital Transit, which operates the public transportation monopoly in the District of Columbia, and Transit Radio Inc., the commercial time-selling agency of transportation broadcasts to Station WWDC in Washington, dropped the programs for two reasons, both monetary.

One: Capital Transit is adding new streetcars and buses, which would call for expensive installations of broadcast-receiving facilities by both the transportation firm and the radio station.

Two: Transit Radio, which has headquarters in Cincinnati, found some national firms reluctant to have their products advertised in only four cities, Washington, Kansas City, Tacoma and Worcester. At one time Transit Radio had such broadcasting franchises in fourteen cities:

* * *

BOSTON BIT. The New England Electric Railway Historical Society will buy center-entrance Car 6270 from the Metropolitan Transit Authority and add it to the fleet of oldtimers at its Seashore Electric Railway museum in Kennebunkport, Me. Center-entrance cars were to run until this summer, but their demise in mid-April was hastened by the transfer of the Braves to Milwaukee and the loss of the ball park business.

This car, comparatively sound, is one of the few still having the original cross seats and the last standard type to run in New England, with the exception of the arch-roof lightweight fives. The Society's assistant general manager, Dwight Minnich, says the purchase price and shipping charges will come to $700, which will have to be raised from sources above and beyond the organization's regular funds. Contributions may be sent to the Center-Entrance Car Fund in care of the New England Electric Railway Historical Society of Biddeford Road, Kennebunkport.

* * *

READING MATTER. Latest publication by Ira Swett of 1416 South Westmoreland Avenue, Los Angeles 6, is *The Northern District of Pacific Electric*, which sells for $1. It contains maps, history, operating data and photos of PE interurban lines from Los Angeles to Pasadena, Sierra Madre, San Bernardino, Glendora and Alhambra.

* * *

ANOTHER FUND. For one dollar Norm Muller has bought Cleveland Transit's old 0516 and will put it in his apple orchard. Built in 1893 probably by Kuhlman, this electric car had been revived last year for a horsedrawn trip along Cleveland's Euclid Avenue line in a parade marking the run's conversion from articulated streetcars to buses (see Carbarn, January '53).

The expense of moving No. 0516 from the Windemere carbarn in Cleveland to the orchard between Elyria and Lorain has been taken care of. Muller of Foster Park Road and Max Wilcox of 429 West Avenue, both Elyria, O., hope they can get 400 feet of rail for the old veteran to run on, and they say anyone interested in kicking in a dollar or two towards such a fund is welcome to do so.

Paul Ziegler, Toronto

WATER MARK. On fantrip last year Upper Canada Railway Society posed streetcar of Toronto Transportation Commission beside old lighthouse, where tides predominated years ago

HE DROVE IT. Chard Walker's item about his preservation of the retired funeral car from the Los Angeles Railway (May '53) has produced a spate of nostalgia from L. T. Gotchy, who says he often teamed up with Conductor Richard Hurtz in piloting the original *Descanso* out to the cemeteries in the countryside.

Gotchy asks, "How many of the mourners, if still alive, recall the swift ride down Poplar Hill, with the car on the brass under the riding academy's bridle path? Are there any of the Division One gang left? Where is Three Fingers Warner, Jack the Bellboy and Big Bob Wagner.

Three Fingers, all muscle, had a habit of twisting the handbrakes down so tight that it often took most of the spot time to prepare the car for the return trip. Jack the Bellboy, a conductor also known as John Whitmeyer to the carbarn gang, would mute the communicating bell from the motorman's cab, but at the end of the trip would catch up on whatever signals he had missed. And Big Bob Wagner . . .

"One particular morning I was crawling along at a respectful pace in the *Descanso* behind a regular passenger car piloted by Wag. I noticed from the top of Poplar Hill that he seemed to gather quite a bit of momentum as he disappeared down the slope. This was in direct violation of company policy—stop at the top, pinch her down with air, and start wind-

ing up the handbrakes. Wag managed to ease the car part way around the short radius curve at the bottom before stacking it up against a one-story frame house owned by a Mrs. Procapia Portugal.

"Mrs. Portugal was understandably mad over the entire affair and when Adjuster Fred Hust attempted a settlement, she stopped him cold with 'My house is not a carbarn!' This little bit of negligence on Wag's part deprived the company of one motorman, Car 126 and quite a pile of jack—to placate one very irate female property owner."

* * *

OREGON NOTE. The Portland Traction Company has bought eight cars of the 5050 class from the Pacific Electric Railway in Los Angeles for $4500 each, to be used on the interurban run to Oregon City, writes Paul Class. The vehicles are leftovers from some PE bus substitution.

The Portland outfit, rebuked by the state's Public Utilities Commission for asking to abandon interurban passenger service to Oregon City and Bellrose, has replaced its 43-year-old wooden interurbans with roomier 27-year-old steel cars from PE, which had removed the center doors to make way for four more seats.

Incidentally, Shelden King of Waterloo, N. Y., said he noted several mistakes in the Portland feature, *Willamette Valley Line* (May '53). "Car 4007 came to Portland from the Fonda, Johnstown & Gloversville in New York; it never operated on the Yakima Valley Transportation Company in Washington," he writes. "And the two lightweight cars like 4001, came from Terre Haute (Indiana Railroad), not FJ&G and Albany Southern."

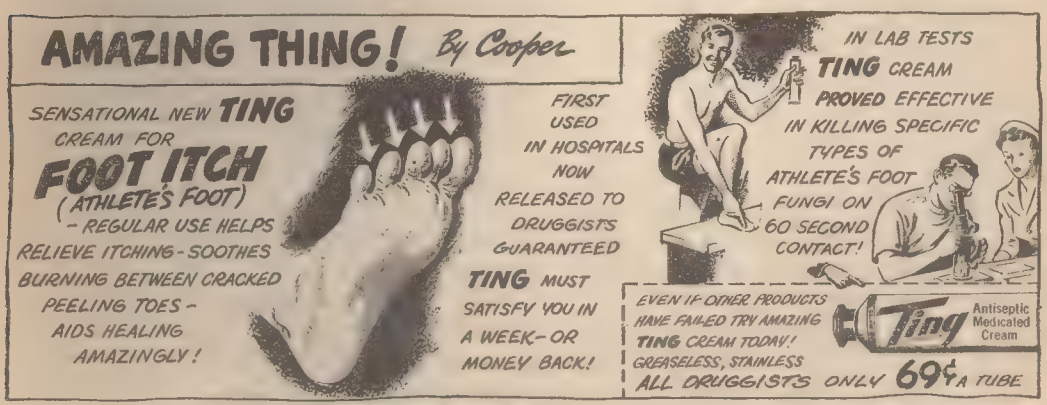
* * *

CHANGE OF BRASS. To find a solution for the huge operational losses plaguing Boston's rapid transit system, the Massachusetts Transit Authority has a new three-member board of trustees. The former board was abolished by the Massachusetts General Court at the request of Gov. Christian Herter.

On the new board are a Boston bank official, H. Schermerhorn; a chairman of the Railway Clerks, Harold Ulrich, and a Boston & Maine Railroad vice-president, F. W. Rourke. The General Court had to change an existing law so Rourke, as an official of a competing transportation group, might serve with the new MTA board.

* * *

HISTORY WANTED. Anthony Leach of a Wall Street firm wants information on an obsolete line in Ohio, the Hillsboro, Cynthiana, Bainbridge & Chillicothe Traction Company.


AMAZING THING! By Cooper
SENSATIONAL NEW TING CREAM FOR FOOT ITCH (ATHLETE'S FOOT)
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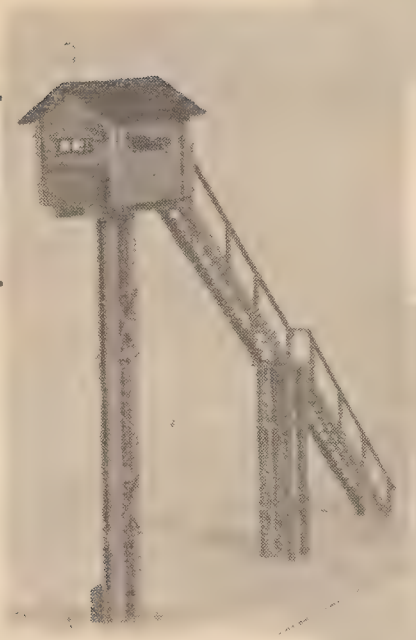
FIRST USED IN HOSPITALS NOW RELEASED TO DRUGGISTS GUARANTEED
TING MUST SATISFY YOU IN A WEEK – OR MONEY BACK!
IN LAB TESTS TING CREAM PROVED EFFECTIVE IN KILLING SPECIFIC TYPES OF ATHLETE'S FOOT FUNGI ON 60 SECOND CONTACT!
EVEN IF OTHER PRODUCTS HAVE FAILED TRY AMAZING TING CREAM TODAY! GREASELESS, STAINLESS
Ting Antiseptic Medicated Cream
ALL DRUGGISTS ONLY 69¢ A TUBE

THE LITTLE



ELEVATED WATCHMAN'S TOWER

PAUL N. WHITE

SO YOU'VE always thought those plebeian crossing watchmen had their shanties right on the ground, smack up against the crossing gates? Not this fellow. He sits high above it all—40 feet up in the air—and operates his gates as easy as you please with a remote air-controlled system that works by means of valves.

You'll find the prototype on the Norfolk & Western, down Virginia way, where it was found necessary to elevate the watch-

man because of an unusually wide crossing, consisting of four gates, that intersected the converging end of a classification yard. From where he sits the watchman, or "gateman," can check traffic quickly at all four of the gates. This eliminates the need for several watchmen.

Because of its unusual nature and the fact that it's so easy to build, this is *one* structure no HO layout should be without. Place it between tracks at the tail end of your yards; or even create a scenic con-

dition that makes the elevation necessary. Again, here's a model to build that you cannot buy in kit form.

The structure as illustrated on these pages is built entirely of wood (except the bristol card window awnings). The author used Northeastern's Scale Lumber which gives exquisite detail. Hobby stores handle it, or write to Northeastern Scale Models, Box 32, Andover, Mass., for a leaflet and start now to lay in a "lumber yard." For ease of construction you will want to build this structure on an assembly line basis: (1) the shanty and platform; (2) the supporting column; (3) the two stairs; and (4) the stair-supporting framework.

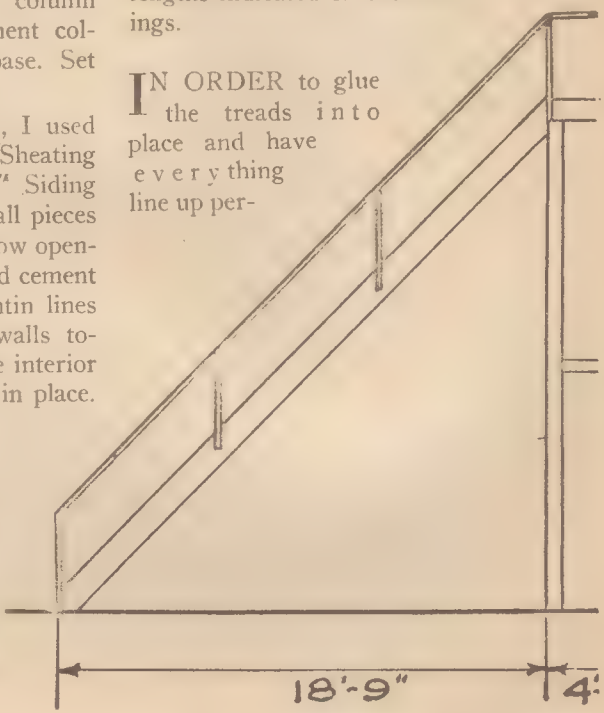
In all cases, these full-size drawings will serve as templates. Cut them out of the magazine (or make tracings, if you prefer) and paste to a stiff card. Then cover with a sheet of wax paper which will prevent your work from sticking to the paper while cement is drying. Start with the main column assembly. Lay two $\frac{3}{16}$" sq. wood H columns, cut to size, over drawing and hold in place with weights. Cement cross bracing members to column and when dry, remove and cement columns to a $\frac{1}{8}$"x$\frac{3}{4}$"x1$\frac{1}{8}$" wood base. Set assembly aside.

Now comes the shanty. Here, I used Northeastern's $\frac{3}{64}$" Scribed Sheating ($\frac{1}{32}$" thick) for walls and $\frac{1}{16}$" Siding ($\frac{1}{13}$" thick) for the roofs. Cut all pieces to size and cut out door and window openings. Cut acetate for windows and cement to backs of walls. Draw in muntin lines with India ink. Now cement walls together, using $\frac{1}{8}$" sq. posts on the interior corners, and finally cement floor in place. Cement roof to walls. Mount to two $\frac{3}{32}$"x$\frac{1}{8}$" wood beams and cement porch landing into place. Finally, trim out windows, add sills, trim building corners, add coal box and stovepipe. Both Kemtron and Central Valley make good-looking stacks.

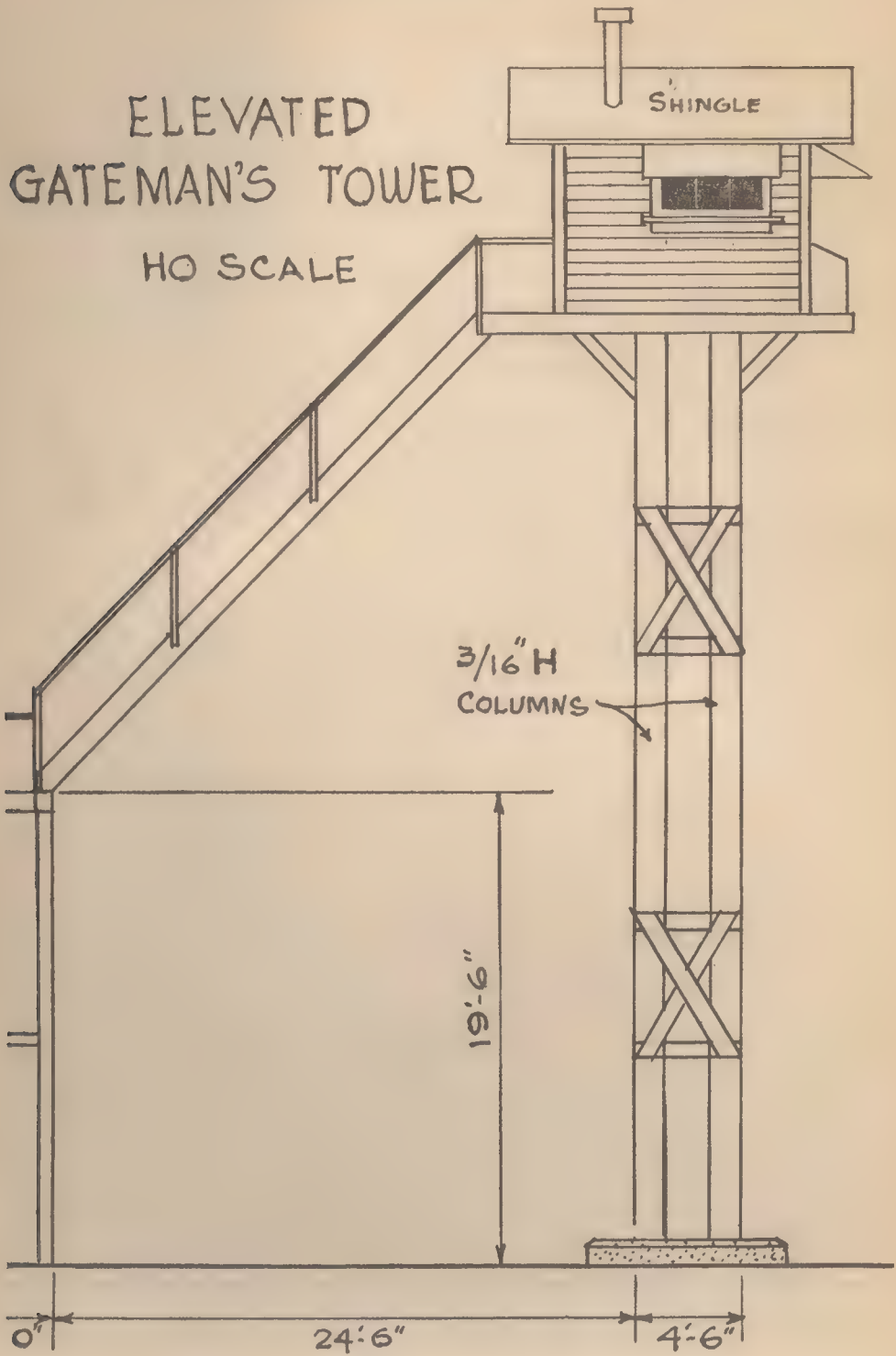
Next the column framework for the stair landing. Lay two $\frac{1}{8}$" sq. H beams on drawing and glue cross piece braces into place. Do this again with two more H beams. Now cement these two sub-assemblies together with cross bracing so that you get a four-legged supporting framework. Use straight-edged pieces of wood and clamps as jigs during this procedure.

Your final assembly, or assemblies, because *they will be built separately*, are the stairs. Note photo. There are many methods for building open stairways, which at best, are a tedious job. But the author has found after much trial and error that the following is the simplest and easiest way of all. To make the stair horses you first draw a series of steps on lightweight bristol card with $\frac{3}{32}$" risers and $\frac{3}{32}$" treads—this is as accurate as you'll want to get in HO. Then cut out notches with a razor blade until you have a strip about 5" long. Lay this "pattern" on $\frac{1}{32}$"x$\frac{1}{8}$" strips of pine and, with a sharp pencil, trace outline of steps. Next cut out all notches with razor blade. Do this until you have four horses of the lengths indicated on the drawings.

IN ORDER to glue the treads into place and have everything line up per-



FULL-SIZE drawings on this and next page can be used as templates. Cover with waxed paper to prevent work from sticking while cement is drying

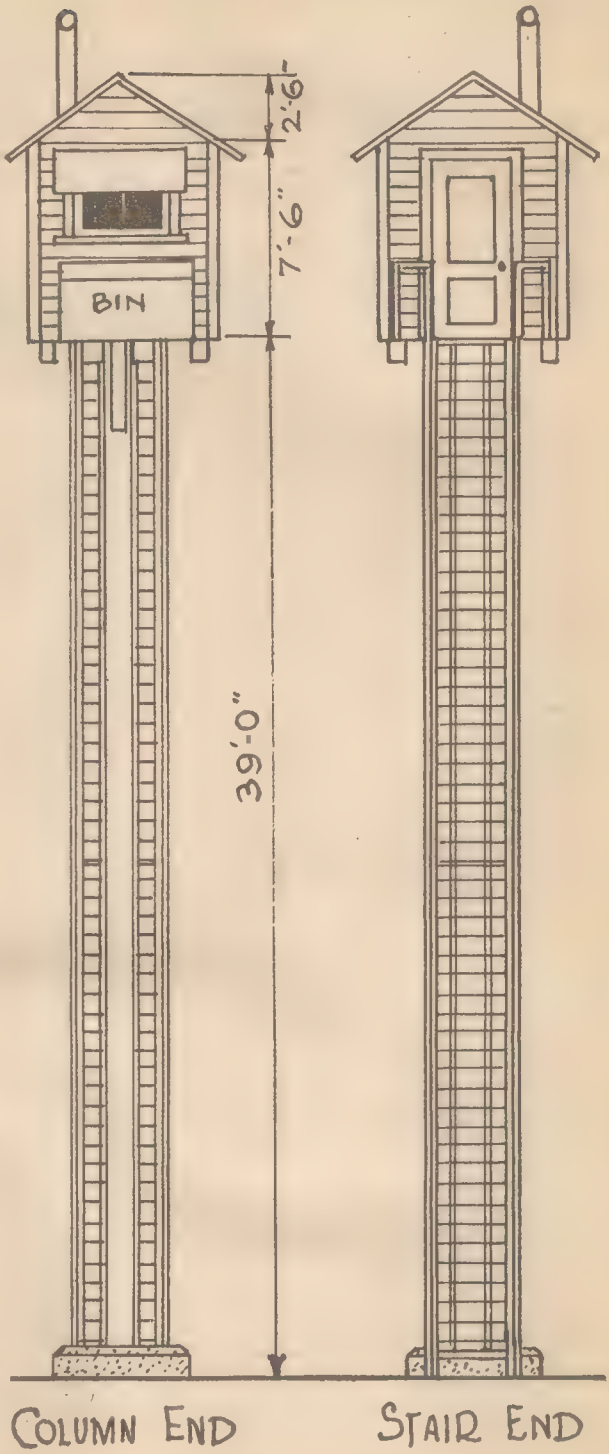


fectly, however, you'll have to make a jig. Take a small wood block, about 6″x6″ and tack a 1/32″x3/8″ pine strip into place with two brads. Now take two horses and place one on each side of this divider; then tack a 1/32″ pine strip on each side of the horses so as to hold them firmly in place. Cut out a quantity of treads and cement into place on the horses (I cut the treads slightly longer than called for and trimmed them off clean with a razor blade after they were cemented into place). When cement has set remove brads and you have a perfectly aligned stairway. Repeat above for your other set of stairs.

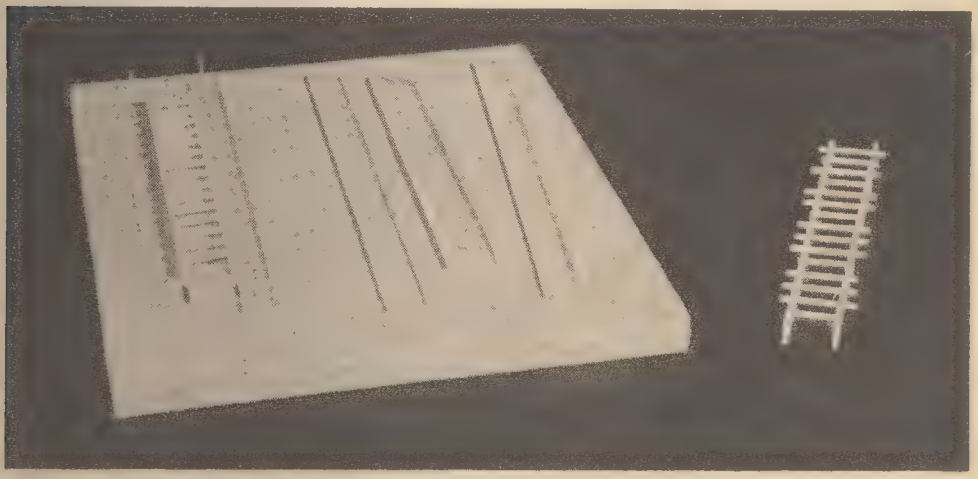
Cement railing posts and railings into place then paint the stairs while they're easy to get at and handle. Also paint the shanty and other assemblies. For these I used Floquil Railroad Lacquers which cover in one coat and leave no brush marks—and too, they dry flat which is just what you want for that "down-by-the-railroad" look. I painted the entire structure grey, except the following: roof is Pullman Green, awnings are Earth, coal box is Diesel Dark Green, stack is aluminum and main column base is Light (cement) Grey.

Now take the main column assembly and fasten it to your workbench with a clamp, to hold it upright. Touch tops of the columns with cement and carefully place shanty into position and let cement set hard. Next, take the lower stairs, touch ends with cement and hold it against the stair landing supporting framework un-

STRUCTURE is made entirely of wood, with the exception of bristol-card awnings. Good finishing touch is pea bulb in the shanty



VARIOUS assemblies during construction. Shanty with platform, supporting columns, stair supporting framework and two stairways. Jig for assembly of steps, below. Note divider between stair horses with strips on each side to hold horses firmly in alignment, while treads are cemented into place



til cement sets. Finally, take the upper stairs, touch up both ends with cement and set into place. When you install the completed tower into position on your layout you better lay the main column base in a blob of glue so that the structure will remain upright—and in position—permanently.

If you wish, it is very easy to install a light in the shanty. Before cementing roof in place (with just a few touches of cement so that you can remove when necessary) fasten a pea bulb in position and run two fine wires through a hole in the floor and down the inside faces of the H beams. These in turn will pass through a small hole in the baseboard, so that you can make your power connection underneath. Place a Weston Mini-Figure of a watchman on the upper platform—then you're all set!

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STEAM LOCOMOTIVES
NEW 1953 CATALOG. Listing 1½", 1", ¾", ½", & ¼" (O-gauge) scales. ALL CASTINGS, RAIL, STEAM FITTINGS, etc. EXCELLENT DRAWINGS—EVERYTHING FOR STEAM LOCOMOTIVES. Thorough Drawings and written instructions covering "Step by Step" method of construction:
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First Train in Tokyo

ESTHER M. DOUTY

MARCH 13, 1854 dawned gray and bitter cold. A sharp wind churned the waters of Tokyo Bay to white froth, and a chill drizzle fell on the thousands of Japanese huddled on the shore. They scarcely noticed. Their eyes sought the black ships anchored off Uraga.

Eight months before, these same peasants and fishermen, landlords and shopkeepers had fled in terror from the "fire vessels of the Western Barbarians." Today, eager and half-wild with curiosity, they waited for Commodore Matthew C. Perry's "hairy Americans" to put to shore. After months of incredible rumors, they were actually to see the marvelous presents which the great Commodore had hinted he was bringing.

In the matter of presents, as in his first dramatic landing in Japan in July, 1853, the sixty-year old Perry proved himself a master psychologist. It was not enough, he believed, to deliver President Fillmore's letter proposing a treaty of friendship and trade. He had to show the reluctant Japanese, self-secluded for 300 years, what they were missing by keeping their ports closed to American ships.

Consequently, these were not just gifts to honor and delight the Shogun. They were items carefully chosen to show the advanced and useful products of American manufacture. Always mindful of effect, the Commodore decided to keep the inquisitive Japanese guessing. Time enough to turn over the presents when the cagey Orientals actually agreed to sign the Treaty of Trade and Friendship.

MEDICAL TABLET DISCOVERY!

SAFE, NEW, EASY WAY!

STOPS "BED WETTING"

Without Electrical Devices . . . Rubber Sheets . . . Alarms . . .

Ends Shame, Discomfort, Inconvenience Almost Miraculously!

SIMPLE SAFE TABLET DOES IT

DRY-TABS is the same safe medical discovery that is prescribed by many doctors. Now, it is available for the first time without prescription to all the victims of BED-WETTING who long to rid themselves of this distressing habit once and for all. DRY-TABS is safe, not habit forming, contains no harmful drugs. Follow simple directions.

"DRY-TAB THERAPY" Eventually Allows BED-WETTING Victims to Function Normally Without Further Medication

DRY-TABS, in most cases, does not offer merely temporary stopping of BED-WETTING. In case after case, as revealed in clinical tests conducted in hospitals by medical scientists, the DRY-TABS formula proved itself to be a tablet that gives direct support to the patient in controlling his BED-WETTING. The benefits of the DRY TABS formula may be expected to be effective beyond the period when it is taken regularly. It helps the BED-WETTING victim to retrain, tends to increase strength of sphincter and detrusor muscles controlling urination. Many cases have discontinued the use of DRY-TABS after a short time and found they were functioning normally. So BED-WETTING victims do not have to be slaves to any kind of medication if their case is of the type that responds to the re-training power of DRY-TABS. This is probably one of the greatest advancements ever made in BED-WETTING therapy. Yes, once DRY-TABS stops BED-WETTING, its use may no longer be required, normal functioning and control may be developed almost miraculously. So don't hesitate a minute longer. Order DRY-TABS Today!

DRY-TABS Amazing Formula Effective in 75% of Cases

CASE NO. 1. Healthy, intelligent boy, 9 years old. BED-WETTING since infancy. Child could not break habit. All other medication failed. DRY-TABS formula taken for two three-week periods. Child has remained well for the past three years.

CASE NO. 2. Normal boy, history of BED-WETTING since infancy. Child had no organic defect. Various cures failed. Put on DRY-TABS formula regime. After a month, habit suddenly stopped.

CASE NO. 3. Male, aged 23 years. BED-WETTING since birth. Many forms of treatment failed. Unable to accept invitation to sleep out over-night. Recently married, and embarrassed by habit. After formula taken, wet bed the first two nights but never since that time.

CASE NO. 4. Girl, aged 6 years. Wet bed since infancy. Nervous, irritable. DRY-TABS formula administered for regular period. BED-WETTING stopped almost immediately. Slight relapse. Formula administered again. Child responded immediately once more, and history reveals no further relapse.

CASE NO. 5. Man, 42 years old, wet "heavily." Medication started. Wet during second week and continued to wet when medication was withdrawn for following week. Restarted after rest period, and after five-day treatment seemed to retain control of bladder function.

CASE NO. 6. Woman, 76 years old. DRY-TABS formula administered for 6 days. Improvement, upon withdrawal of medication, improvement remained. Continued gradual return of control. One year without formula and control is adequate.

WHY endure the needless shame, embarrassment, humiliation . . . the discomfort and distress of this unfortunate habit? Why put up with the daily nuisance of changing and washing bed linen and clothes? Why suffer the mortification of foul smelling bedrooms . . . the expense of ruined furniture . . . the danger of catching cold and infectious rashes?

Doctors agree that BED-WETTING can cause nervousness, stuttering and emotional disturbances in children, very often seriously affecting their future and character, making them "psychological cripples."

But now the disgrace and danger of BED-WETTING can very easily be a thing of the past with amazing new DRY-TABS. At last, medical science has discovered a safe, new, easy way to stop BED-WETTING without electrical devices . . . without rubber sheets, alarms or special diets and without interrupting needed sleep. DRY-TABS, in easy-to-take tablet form, does away with BED-WETTING as painlessly, easily and simply as swallowing an aspirin. Yes, almost miraculously, amazing, safe DRY-TABS, used as directed, help stop functional BED-WETTING . . . relieve tension and strain, often the underlying cause in most cases of this unfortunate habit. Now, for the first time, safe DRY-TABS can be obtained without prescription.

DEVELOPED AFTER YEARS OF EXTENSIVE HOSPITAL AND CLINICAL RESEARCH AS REVEALED IN MEDICAL LITERATURE

The discoveries of science, many times, are brought about by indirect means. Take the case of the exclusive DRY-TABS formula. Medical practitioners chanced upon this formula while they were investigating a remedy for another illness. Noting the remarkable effect that this formula had upon BED-WETTING they concentrated their efforts on this new data and developed the formula to its present state of perfection. The result is the new DRY-TABS, a remarkable tablet that has brought new hope to thousands of tormented victims of BED-WETTING. Before this formula was released to the public, it was tested in clinics and hospitals by medical scientists on controlled groups of patients. The DRY-TABS formula is the result of thorough medical research, the same kind of research and care that is given to any product that is to be placed in the hands of the public. Chalk up BED-WETTING as one more ailment that has been conquered by the men of science. Think of it, no expensive electrical devices, cumbersome rubber sheets, special diets or mechanical alarms. Just a wonderful new tablet . . . DRY-TABS . . . product of medical research . . . offering the hope of a new future for all these sufferers of BED-WETTING. Be sure to order DRY-TABS today!

ADULTS: START LIVING A NORMAL LIFE TONIGHT!

Scientific tests actually prove DRY-TABS to be 75% effective in stopping this unfortunate habit—even after years of torment! Ends the constant worry of overnight hotel stops and fear of public embarrassment while napping on trains and buses. Don't wait another day. If your loved ones suffer the humiliation, the disgrace, insecurity and helplessness only BED-WETTING can cause, order DRY-TABS NOW! Easy to take, can be dissolved in water if necessary. Just follow simple directions.

MAKE THIS HOME TEST: Here is your guarantee of satisfaction. Try DRY-TABS for the prescribed period. If you are not completely overjoyed with DRY-TABS' amazing ability to help stop BED-WETTING, your purchase price will be refunded. Accept this no-risk offer. Order DRY-TABS now!

SEND NO MONEY: Just name and address for generous 3-week supply. On arrival pay postman only $3.00 per package plus C.O.D. charges on guarantee of complete satisfaction or money back.

MAIL THIS COUPON TODAY

GARY PHARMACAL CO., Dept. 834
7508 Saginaw Avenue, Chicago 49, Illinois

Please send me 3-week supply of DRY-TABS on guarantee BED-WETTING must be stopped or money back.

- ☐ Send C.O.D., I will pay postman $3.00 per package plus postage.
- ☐ Cash enclosed, we pay all postage.
- ☐ Send 2 packages (6-week supply) for $5.50.

Name .....

Address .....

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(Printed in the United States of America)

Several days previously Japanese carpenters had constructed pavilions to display the gifts before taking them to the palace at Tokyo. Now the Americans took over. With an interchange of suitable compliments and half a dozen stately bows, they placed before the wide-eyed Japanese a variety of gifts.

One, the presentation of the telegraph, caused a real stir. Before a puzzled audience, Perry's engineers set up sending and receiving instruments, poles, and a pile of wire in direct line. At one end was the treaty house, at the other a building erected especially for the purpose. The Americans soon got the apparatus to working and operators stationed at either end clicked out messages in English, Japanese and Dutch (the mutual language of the interpreters).

Their hosts were astonished at the instantaneous transmission of these messages from building to building. "Day after day," wrote the Commodore, "dignitaries and many of the people would gather, and, eagerly beseeching the operators to work the telegraph, would watch with unbated interest the sending and receiving of messages."

The final present was the one the Japanese liked most of all. It was a little locomotive, one-quarter actual size, with every working part absolutely accurate. With it were a tender, a passenger car, and 375 feet of circular track. The passenger car boasted fifteen pairs of damask-covered seats, carpeted floors, and windows which slid up and down. The Commodore had personally ordered this miniature train from Norris Brothers of Philadelphia, who at the time were supplying locomotives to America and Europe.

At the sight of this gift, the crowd went wild, and guards had to hold its most enthusiastic members back so the Americans could proceed with their assembling. Finally placed upon its track, the railroad proved a source of endless fascination and merriment to the Japanese. Commodore Perry wrote in his *Narrative,* "The car was a most tasteful specimen of workmanship, but so small it could hardly carry a child of six. The Japanese, however, were not to be cheated out of a ride, and as they were unable to reduce themselves to the capacity of the inside of the carriage, they betook themselves to the roof.

"It was a spectacle not a little ludicrous to behold a dignified mandarin whirling around the circular road at the rate of twenty miles an hour with his loose robes flying in the wind. As he clung in desperate hold to the edge of the roof, grinning with intense interest, his huddled body shook convulsively with a kind of laughing timidity while the car spun rapidly around the circle. You might have supposed that the movement somehow or other was more dependent upon the enormous exertions of the uneasy mandarin than upon the power of the little puffing locomotive which was so easily performing its work."

After the treaty was finally signed on March 31, 1854, the Japanese again asked for a demonstration of the locomotive. This time, wrote Perry, one of the scribes for the Japanese Commissioners, a prince of royal blood, "took his seat upon the car while the engineer stood upon the tender, feeding the furnace with one hand and directing the diminutive engine with the other. The crowds took great delight in again seeing the rapid movement of the Lilliputian locomotive. They looked upon the repeated circlings of the train with unabated pleasure and surprise, unable to repress a shout of delight at each blast of the steam whistle."

The Japanese authorities had at first tried to keep their people from mixing with the American sailors, but with the presentation of the gifts, they simply gave up.

"What with supplying the United States ships and the working of the toy railroad," wrote one observer of the scene, "there was no way to keep the American officers, sailors, and Marines from a daily mingling with the intensely curious Japanese mandarins, officials, and laborers."

Or to put it briefly, one touch of railroad made the whole world kin.

$1.00

YOUR CHOICE OF TWO GREAT BOOKS

THE GOOD TIDINGS by William Sidney
(Published at $3.00)

In the days of Augustus and Tiberius, the Jewish people, suffering under the double yoke of imperial Rome and the tyrant Herods, were fighting a desperate battle for survival. This vivid novel of the troubled days preceding Christ's ministry portrays a land in turmoil, a people waiting for a Messiah to deliver them.

Through the pages of THE GOOD TIDINGS strides the mystic figure of John the Baptist. First as a boy watching his father die as a living torch to light a tetrarch's feast; the youthful John fleeing Jerusalem to study under the Magi; the man, returning as the voice of one crying in the wilderness, and finally, the slaughtered corpse, for whose head Salome danced.

THE GOOD TIDINGS is not the conventional Biblical novel. William Sidney has chosen one of the world's momentous times for his setting, has peopled it with flesh and blood characters, and has fashioned a memorable story.

OR

THE STEPS OF THE QUARRY by Robert Terrall
(Published at $3.00)

Many men wanted Alois Resch. J. L. Phillips, the civilian sent over to break up cartels, needed courtroom evidence to go above the colonel (who was in Austria to keep cartels discreetly organized). Robert Pertl, mysterious leader of the liberated prisoners, was after revenge. For Sergeant Jack Kosek, the problem was more complicated.

What happened in the minds and hearts of American soldiers when, after the victory, they had the privileges of conquerors, marked the end of a crusade. The momentum could not last in the exciting atmosphere of corruption—plenty of wine, ready women, and the heady taste of being Master.

THE STEPS OF THE QUARRY is more suspenseful than any chase yarn, more exciting than any documentary, more important than any war novel. It is a remarkable and frightening love story. It is a grotesque slice of G.I. life. It is also a very provocative analysis of how "it can happen here."

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J. R. Norwood, Jr.

FASTEST RUNNER. The Southern's No. 1380 was chosen for streamlining job because she was speediest Pacific on the system. The only SR engine to be so honored, she was in storage at Spencer, N. C. when photo was taken in 1950

On the Spot

Our Readers Talk It Over With the Editorial Crew

ARCATA & MAD RIVER article by Amos R. Tinkey (June issue) had a special interest for John V. Lowe, a Northwestern Pacific locomotive fireman, 1336 11th Street, Eureka, Calif., who lived in A&MR territory.

"The road no longer has Engine No. 25, having sold her a year ago," he writes, "to Hyman Michaels of San Francisco. Harry Liscom, a retired engineer mentioned in Mr. Tinkey's article, had a grandson, Delbert Liscom, working as a NWP engineer out of Eureka who went to glory with locomotive No. 184 in a landslide at Scotia Bluff last January. Fireman Ted Porter and Brakeman Jim Aurie also met death. They were on a work train cleaning up a small slide when they were swept into the Eel River."

Stanley T. Borden, 754 Stanyan Street, San Francisco 17, Calif., writes: "I have been collecting the Arcata & Mad River history for more than ten years and have a large collection of A&MR pix. Mr. Tinkey's article is far from accurate and he failed to include the road's early history.

"The original line was incorporated December 15, 1854, as the Union Wharf & Plank Walk Co. Two miles of 45-inch-gage railroad were built in the spring of '55, the odd gage being kept until completely standard-gaged. Horse power was used until the first engine appeared in 1875. A new organization, Arcata Transportation Co., took over the line June 15, 1878. This in turn was taken over by the A&MR, incorporated July 22, 1881.

"Mr. Tinkey says the first T-rails weighed 25 pounds. He surely meant 35 pounds. They were laid in 1881 to replace strap rail, which could not support the second engine, acquired that year. It was in

1903, not 1902, that Korbel Bros. sold their Humboldt Lumber & Mill Co. and the A&MR to the Northern Redwood Lumber Co. Passenger service was discontinued 1931, not 1928. Tinkey does not mention the line's extensions and branches.

"At its peak there were more than 40 miles of 45-inch-gage railroad, including the logging lines. On page 34 you pictured a Heisler, No. 22, as the "granddad of A&MR's geared power." Neither she nor the other three Heislers were ever A&MR engines; they belonged to the Northern Redwood Lumber Co.; No. 22 was not the granddad. No. 1 (0-4-OT) was the NRL's first geared engine—a 'Gypsy' type designed and used throughout the Redwood Empire logging roads.

"The Heislers were originally numbered 2, 3, 4 and 5 but as they were being used on the A&MR they were renumbered 22, 23, 24 and 25, to avoid confusion with A&MR engines of the same numbers. The NRL No. 7 (2-8-2T), mentioned on page 41, was built in 1926, bought second-hand in '27. On the same page the author says, 'In 1930, Northern Redwood added a 50 ton Shay.' This engine is really A&MR No. 7, not NRL, and was purchased in 1942. No. 22 was not stored in the engine house when the mill shut down but was used as a stationery boiler for the mill during the shutdown. The picture on page 48 shows a car float, not a barge."

* * *

FIDDLETOWN & COPPEROPOLIS is a mythical railway created by Carl Fallberg, the artist; but F. M. Cottle, Box 177, Westend, Calif., tells us that he was born and grew up not far from two actual California towns named Fiddletown and Copperopolis, located in the adjoining counties of Colamas and Amador in the mother lode section.

"Around 1870," Mr. Cottle writes, "a railroad called the Stockton & Copperopolis was built but never did reach as far as Copperopolis, then a booming gold and copper mining town. However, Coppero-

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FIDDLETOWN & COPPEROPOLIS RY.

No. 62 Train No. 4 in Awkward Situation *by Carl Fallberg*
as Engine Breaks Down on Trembling Trestle

polis was connected with the railroad at Milton by freight teams and 6-horse stagecoaches; later by tractors and trucks. Eventually the S&C extended as far as Oakdale, which became a heavy shipping point for the mines, and then to Merced, when the Southern Pacific took it over.

"The Petrus-Milton section of the S&C was abandoned and the rails were taken up in the late 1930s, due to the decline of mining in that area; but for many years an old iron safe used in the SP's Oakdale depot was lettered in gilt, 'Stockton & Copperopolis Ry.'

"In the early 1890s a woman promoter sought funds to build a line from Stockton to Copperopolis, known locally as 'the Woman's Railroad.' She raised enough cash and credit to grade a road from Stockton to a point about four miles north of Eugene. Remnants of her old roadbed can be seen today along the highway between Farmington and Copperopolis.

"Fiddletown, once a booming mine center, declined when the gold and copper veins played out. It is now a ghost town drowsing in its dreams of bygone wealth and glory. The nearest railroad is about 15 miles away. Fiddletown was named after its early settlers, many of whom were violin players from Missouri."

Mr. Fallberg, 3021 Angus Street, Hollywood 39, Calif., was surprised and interested to learn from Mr. Cottle the history of Fiddletown and Copperopolis. "My choice of names was purely arbitrary," he comments, "a result of browsing through a California atlas, prospecting for a couple of likely-sounding towns to use as termini for an imaginary, 1880-style, narrow-gage pike."

* * *

CABOOSE given to Frank C. Heath, retired B&O switchman now living at Comptche, Calif., by the president of the California Western, was built by the Great Northern in 1879 and sold to the CW in 1925. Mr. Heath calls his crummy "End of Track" and uses it as a museum to house old bits of railroadiana.

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If you are honest, dependable and willing to work, we can help you establish a business of your own. You use **proven** successful methods of long established **Duraclean** Dealers. Your services are recommended by America's foremost furniture and department stores.

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DURAPROOF (not illustrated) is another year 'round service rendered right in the home. It not only kills moths and carpet beetles, but makes materials resistant to both. **Duraproof** is the only moth-proof service backed by an International Money Back, 4-YEAR WARRANTY.

Upholstery and floor coverings are serviced "in the home," office or public buildings. No experience needed. Almost every building houses a potential customer needing one or both these modern services. Even auto dealers buy your service to revive upholstery in used cars.

Duraclean dealers sales increased during last war due to calls from customers of other cleaners who were unable to give service because short of help. This is a year-round "war-proof" business.

NATIONALLY ADVERTISED in McCalls, Life, House Beautiful, Ladies Home Journal, Better Homes & Gardens, Macleans (Canada's largest magazine), etc.

Portable equipment . . no shop needed. However, some dealers establish a shop or an office after their business has grown. Start full or part time. It's easy to learn . . quickly established. We'll supply Easy Terms to help finance you.

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Without obligation to me, send FREE booklet and letter giving full details. Tell me how I may OWN a growing business of my own built upon satisfied customers.

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BOOMER SLANG. An oldtime railroader, Edward H. DeGroot, Jr., sends us this account of a train wreck, clipped from an unknown source:

"We was southbound with the 4056, fifty-two loads and ten empties, and we had a meet on No. 2 at 119 for 3:45. There was a dynamiter in the drag and we figured we was gonna stab Two about fifteen, but the broncho quit bucking, so we made the meet at 3:21 and took the hole.

"We got in the clear on the streaks of rust and shut the gate, grounding the kettle about five lengths from the south target. The hoghead got down and went to greasing her ankles and the tallowpot was in the cab cracking diamonds. Cap was in the crummy shuffling tissues, while the hind shack was up in the doghouse bulling a yahoo that was deadheading on a zulu outfit.

"Me, I was sitting on the pilot waiting to kick the rabbit and twist the monkey's tail so we could head out on the main when Two cleared. I seen her coming up the hump. She was working steam and putting up a feather. The hogger cut her off at the limit board and she came in greasing at about 35. When her pilot passed the target, the ponies split the switch and headed down the siding.

"The hoghead big-holed her, but she jumped the rabbit and took to the country. I seen a smash was coming, so I joined the birds and hit the cinders, yelling, 'Spread your wings, fellers!' When they came together, I was on the other side of the main, scratching gravel. I ducked into the palace and told the brass pounder to tickle the Supe and tell him we had two on one spot and there was the devil to pay."

* * *

THREE major train wrecks, the breakdown of locomotives, and other operating difficulties have sharply curtailed the running of trains on the government-owned Kenya-Uganda Railway, the transportation backbone of East Africa. This narrow-gage line, built in 1898, has never been able to meet efficiently the problem of torrential rains. Trains slid off the track in the wet season and wrecks are commonplace.

* * *

IT WAS once an ornate cafe-observation car on a crack Soo Line passenger train; later it was de-wheeled and used for years as Andy Rahn's guest cabin, scene of many a jolly jamboree in the Crystal Bay area of Lake Minnetonka in Minnesota. But now the ancient relic has been shoved out of its snug place by a bulldozer clearing land for real estate development.

Times Picayune, New Orleans

DIESEL AGE. Because of his knowledge of and interest in trains, those of the Illinois Central in particular, 13-year-old Edwin Moser of New Orleans was accorded honor of diesel cab visit with Panama Ltd. Engineer O. O. Clement

Arthur Wormsley

VETERAN CREW totals more than 130 years with New Haven. Left to right: Engineer Everett Vinney, Roundhouse Foreman Gus Miller, Fireman C. D. Marks, Road Foreman S. L. McKinstry

This news comes from Thomas C. Platt, city clerk, Palos Verdes-Estates, Calif. The car was built in 1907 at a cost of $40,000; Rahn bought it for $1 in 1933.

* * *

176 MILES of railroad, the Wichita Falls & Southern, which wheels freight over the bluebonnet plains of Texas, has just been sold to six daughters and a daughter-in-law of the late Frank Kell. It is, perhaps, the only railroad owned solely by seven women. Founded in 1909 by Mr. Kell and Joseph Kemp, it now has seven steam engines, 96 freight cars, 20 maintenance cars, a single track, and 135 employes. Passenger service ended years ago.

* * *

WRECK OF OLD 97. A letter printed in *Time Magazine* states that John Feeney, the towerman at Washington's Union Station who warned the station master's office of the runaway *Federal Express* last January, is the son of the late John Feeney, who dispatched the Southern's famous "Old 97" on September 27, 1903, the day its wreck on White Oak Mountain gave birth to the widely known folksong.

Don't Be SKINNY

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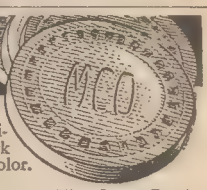

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Richard Steinheimer

AT CAMPO, on the U.S.-Mexican border, a train of the San Diego & Arizona Eastern is checked by a U.S. customs inspector

STARTING in business 27 years ago with only an ax, Ralph R. Crow of Saratoga, Wyo., now delivers 500,000 ties a year to the Union Pacific with the aid of 200 men, a dozen portable sawmills, two base radio stations and a fleet of trucks, including five equipped with two-way radio, reports Walter Thayer, Box 1588, Chelan, Wash.

* * *

NEWS IN BRIEF. A new streamliner, the *San Francisco Chief,* is expected to begin operating on the Santa Fe between Chicago and San Francisco around next Easter.

Have you heard the latest railsong, *A Jersey Tomato and an Idaho Potato on a New York Central Train?* This love lyric, written and sung by Jimmy Saunders, is appearing in sheet-music stores and record shops.

A Disciples of Christ church in Jamaica, West Indies, lost its bell in a hurricane. W. G. Mullens, Frisco general agent at Springfield, Mo., replaced it with a bell from a scrapped Frisco locomotive.

Gone forever is the old NC&StL roundhouse at Nashville, Tenn., which once nestled under the smoke patterns formed by the many steam engines either just in from a run or being readied for one. This landmark has been razed in the onrush of dieselized railroading.

Beating *The Chief's* fast passenger schedule of 63 hours from the West Coast to Chicago in 1926, a new Santa Fe freight train hauling fresh fruits and vegetables now makes the run in 62 hours.

One of the Southern Pacific's least profitable shipments is the watermelon. Why? Look at the figures! Last year the SP handled 1,688 carloads of this luscious fruit. An average of 54 melons in each car was split en route. Damage claims: $54,144.

A pampered little British Railways locomotive, No. 119, the *Windsor Castle,* used only for hauling royal trains, has reached the end of her 50 years service. Unless a

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David K. Johnson

LAST TRIP. Left and below are recorded the final run of New Hampshire's little Sun Cook Valley Railroad. Left: Train gets red board at Epsom. Below: railroaders are Brakeman Frank St. Lament, Conductor Walter Smith, Engineer Oscar Briers, Pres. Harry F. Seward, General Manager Stapleton

last-minute decision sends her to a museum, she will be on her way to the junk yard and blow torch. While not in use, the *Windsor Castle* was daintily kept in a shed, protected from the elements by tarpaulin.

Dust storms whipping across the plains of southern Texas buried two short sections of Santa Fe track west of Brownsville, reports C. T. Steeb, 420½ East Overland Street, El Paso, Texas. Bulldozers were called in to move the bulk of the sand so that gandy dancers could clear off the rest.

Bangor & Aroostook's entire 616-mile main line will be radio-equipped with the completion of its 1953 project.

The humane Union Pacific is testing 25 livestock cars equipped with wood instead of metal slatting, insulated to prevent the animals' flesh from sticking to the slats in bitterly cold weather.

Hordes of tent caterpillars swarming over New York Central tracks at Pitcairn, N.Y., last summer halted train operations for 35 minutes.

The 70-year-old New Haven Railroad station in New Rochelle, N.Y., recently gave a party to celebrate the new stainless-

steel, terrazzo-floored quarters of the bank located in the depot building. A band played, pretty girls pinned roses on New York-bound commuters, and coffee and cake were "on the house."

* * *

42 YEARS of railroading on the Cumberland Valley and the Pennsy have given S. I. Kuhn, 411 Guilford Avenue, Hagerstown, Md., experiences similar to those related by Walter H. Harris in "Blow the Man Down" (June issue).

Mr. Kuhn writes, "In about 1925, when I was a conductor in pool freight between Cumbo, W. Va., and Rutherford, Pa., we were rolling west with 85 empties and a Pennsy engine. From Rutherford for some miles the track ran mostly uphill and the slack was out of our train. When we hit the level or downhill stretch, trouble showed up.

"We could easily make our speed limit, 30 miles per hour. While running at that rate we got a severe jerk; the train slowed down to 20, then picked up speed again. Further on, this was repeated. I was riding the cab. My regular engineer, A. M. Short, said: "It's lucky we have good drawheads on this train or it would be in pieces.'

"Every time we stopped, the train was inspected for air leaks, but none could be found. Eight miles from our terminal we had a meet with some eastbound trains. We waited on a siding. Once more I looked the train over and discovered a small leak about 20 cars from the head end. Instead of the two coupling hoses making a circle they formed a U-shape.

"I signalled the engineer to stand still. After closing the angle cocks and parting the hoses, I located the trouble. As anyone with experience knows, an air hose with a cross-pin missing at the bottom of the joint will couple to a good hose and create no problem. But I had two hoses together with both cross-pins missing. After putting on two new hoses we met our trains and proceeded with no further difficulty.

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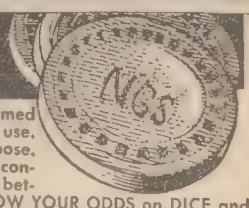

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"This is what had happened: The gaskets in the original hoses were good and made a tight coupling. If they hadn't been good, they would have fallen apart when the slack was out and the hoses were stretched. But when the slack ran in, the coupling went down, causing a leak, and air travelled to the rear of the train.

"A year later, when the air instruction car was on our division, I discussed the matter with our instructor, Sam Lane. He said he'd never before heard of anything like it. Engineer Short was killed in an automobile accident in 1926 while going home from work, and in 1950 I retired on pension. Would like to hear from other trainmen regarding unusual air problems."

ORDERS. Chard Walker, Santa Fe operator at Summit, Calif. hands up flimsies to an eastbound UP freight

Donald Sims

BORN in 1922 on the Chicago & Illinois Midland train running between Springfield and Petersburg, Mrs. Anna Mae Batterton made history last May 8th by riding the same train on its final run, we learn from G. W. R. Morris, retired Illinois Terminal Railroad signalman, 1730 Florida Street, Long Beach, Calif. We do not believe this incident has been duplicated in the entire annals of railroading.

The mother, Mrs. W. L. Owen, gave birth to Anna on May 13th, 31 years ago, while enroute to a hospital, and died a few days later. The baby was raised by an aunt and uncle. While going to high school she regularly rode the train on which she was born. Eventually she was married.

"And now," says Mrs. Batterton, "I miss that train."

* * *

DISCOURTESY. Ross Valentine, writing in the Richmond, Va., *Times Dispatch,* describes a scene on the station platform at Troy, N.Y., where cars from Rutland pause to hitch onto a New York Central train bound for Bagdad-on-the-Subway. A passenger alighted and asked a conductor, apparently from another train:

"How long do we wait here? Will I have time to get a newspaper?"

The railroader snapped: "How do I know? Ask the station master!"

Mr. Valentine continues: "I mention this incident because it typifies the archaic attitude toward the public still prevailing on some railroads and on the part of some personnel on all railroads. It is a hangover of the old 'public-be-damned' policy.

"The railroads now have an opportunity to recapture much of the long-haul patronage lost to buses and private motorcars. I have been told by at least a dozen persons during the last year or so that long distance travel by car has become too hazardous and nerve-wracking for them; that henceforth they intend to go by train or plane.

"But on a recent 1500-mile round-trip by rail on four different roads I noticed that we still have conductors who act as though they were prison guards instead of

Richard V. Steinheimer
UP TONNAGE pulls through San Berdoo on AT&SF trackage. Mt. San Gorgonio rims the horizon

personnel charged with serving paying passengers."

* * *

THE WORLD'S first railroad to own and operate an automatic train recorder system was the Badger Central, with only eight feet of track and laid out on the dining-room table of the Spaulding family home at Pulaski, Wis., *The Soo Liner* states. It was built, installed and operated by its inventor, Erwin A. Spaulding, now a Soo Line telegraph operator at Fond du Lac, Wis. On January 4, 1921, he was issued U.S. Patent 1,364,303 covering a "train recording and registering apparatus."

The patent explains: "This invention relates to . . . that type of machine which is used to register and record, at a home

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S. D. Maguire

FIFTY PER. Jersey Central Mother Hubbard No. 757 was snapped with 2-car passenger train at Marlboro, N. J., enroute to Freehold. Daily-except-Sunday train between Matawan and Freehold was taken off schedule last April

station, the distance away from said home station a train is, as it proceeds.

"An object of the invention is to provide suitable means whereby a train will open or close an electric circuit, thereby operating a machine located at the home station to indicate its location. Another object is to provide changeable means, operated by an electric magnet or other suitable device, for registering and recording the position of any of many trains relative home."

This patent is the basis of every device that has since been made and installed on railroads everywhere to register and record the position of trains in a central or home station. Each is a copy or improvement of Spaulding's original invention. Practically every railroad thus pays tribute to the man who, at 18, began working as the third-trick operator at Pulaski, on the C&NW. His original model was destroyed in a fire.

* * *

MEMORIES of his early days in learning railroad telegraphy are recalled by an oldtimer who signs himself "RA," Groton, Vt. "I remember a woman operator of an era long since gone," he writes. "I washed office windows and floors and busted a lot of baggage under her eyes. She worked 12 hours every day. She could copy anything that passed for Morse—with a stick, too!

"After 40 years, I can still hear her sine, five or six words, followed by the letter M. I am glad that in destroying old office records years ago I saved many of her fine copies. As an op I moved from town to town. I remember the swiftly changing colors on many obscure stations when fast trains sped by, the kaleidoscopic shadows made by engine headlights that danced across the depot for a split second and then were gone forever.

"How I loved those nights when the hushed tones from a relay were barely audible and yet perfectly formed by some master hand at a far-away key! I could lay down and sleep, safe in the knowledge that my call alone on the wire would awaken me at any moment. Some of us smart

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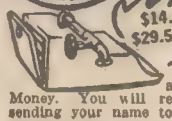

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Donald Sims

POWER for a long freight drag is this UP 4-8-8-4, shown moving at about 50 mph. The bridge the train is crossing spans the North Platte River at Fort Steele, Wyoming

boys, prior to getting shut-eye, would place a car seal between two rails and examine it before answering the dispatcher's call.

"One night I was aroused by my station call and realized with a start that all the oil lamps had burned out, my arm was 'asleep', and despite this, I had to quickly check on the car seal. I sometimes wonder how we managed to get by in those days. My favorite *Railroad* authors are Gilbert Lathrop, the retired boomer Maxwell Swan, and the late Charlie Tyler."

The above letter was written in a graceful flowing hand typical of oldtime brass pounders.

* * *

PERSONALITIES. Two men born 17 days apart, L. B. McMillen and Roy L. Milbourne, who hired out on the New York Central 17 days apart in 1920, have just been appointed to the twin positions of assistant to the Central's general freight traffic manager at New York.

A tiny infant girl left in a Texas & Pacific station with a $5 bill pinned to her blanket, a formula-filled bottle, feeding instructions, and a note of her date of birth was tentatively dubbed "Little Miss T& P."

Margaret Yarwood has a new job. After working in the C&NW pass bureau for seventeen years, she was made a special representative with instructions to ride North Western through trains 90 percent of her working time to evaluate passenger service from the feminine viewpoint.

Bullets, a dog belonging to Keith Nolan, aged three, of Peterborough, Ont., Canada, barked so loudly when his little master fell into the icy Otonabee River last spring that he attracted the attention of Eric George and Steve Koppel, Canadian Pacific transitmen, who saved the unconscious lad from drowning as he was floating downstream.

Robert S. Macfarlane, president of the Northern Pacific, has been named as the University of Washington's most distinguished alumnus for 1953.

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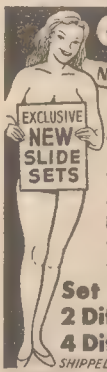

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William A. Armond, 28-year-old New York Central brakeman since 1946, employed full time, is studying for a college degree at Long Island University in Brooklyn, majoring in history. A third-generation railroader, he is convinced there is a place for a professional historian in the railroad industry.

* * *

$4,000,000 A YEAR goes up in flames as a result of hotboxes on Pennsylvania Railroad trains. *The Pennsy* magazine breaks it down this way:

On the PRR there are approximately 16,000 freight-car hotboxes a year. Of course, a hotbox rarely results in a derailment; but even setting a car off and taking it to a repair shop is costly. A conservative estimate of the average expense of a hotbox is $250. Sixteen thousand hotboxes mean $4,000,000 wasted.

Here's an example of *one* hotbox costing $17,430: Last February 22nd, on a mild Sunday morning, an eastbound Pennsy freight, AP-8, was rolling along at a good clip with 87 cars of coal, paper, steel, cloth and other merchandise.

Suddenly, while leaving the Philadelphia Division's A&S branch and entering the main line at Parkersburg, Pa., the hogger felt a shock go through his engine. The white hand on the brakepipe gage abruptly fell to zero as the train jolted to a stop.

Nine cars had been derailed. The 54th car in line had jumped the track and eight cars played follow-your-leader, ripping up rails, ties, frogs and switching apparatus in two tracks. The cause: a hotbox had burned off a journal on the 54th car.

Fortunately, nobody was hurt, no cars turned over, no ladings were damaged. But before the obstructing cars could be cleared and the tracks made usable, six passenger trains had been delayed an average of 29 minutes each!

Not only that, but six freight trains had been held up an average of 4½ hours apiece!

The cost of clearing the obstruction was $6,472. Damage to the right-of-way came to $9,141. Damage to cars, $1,605. Other expenses of $212 brought the total cost to $17,430. All this was due to one mischievous hotbox!

* * *

ANNAPOLIS, Md., is not a railroadless town, writes Andrew I. Dickard, Jr., 4300 Willshire Avenue, Baltimore 6, Md., correcting Frank Spofford's statement in our June issue. Although passengers are now bussed, there is still freight service by rail.

* * *

FAREWELL TO STEAM. The 8000-mile Southern is the country's largest railway to be completely dieselized. Its last steam engine ended her service by sadly pulling a local freight into Chattanooga, Tenn., on June 17th. Her fireman then killed the white-hot blaze in her firebox.

Said Harry A. DeButts, the Southern's president: "It has taken us 123 years to put out that fire."

On Christmas Day of 1830, the Southern's predecessor put the *Best Friend of Charleston* into operation, the first steam locomotive in regularly scheduled service on any American railroad. Today the Southern boasts 880 modern diesel locomotive units—and no steam power! Edward H. DeGroot, Jr., Colorado Building, Washington, D.C., sent us this doleful news.

The first Class 1 road to go completely diesel was the Gulf, Mobile & Ohio. Which one will be last, nobody knows. Our guess is the Norfolk & Western.

* * *

WHO can throw any light (author, publisher, date, words) on the oldtime popular song which contained this gem, "Run for the roundhouse, Nellie; the brakeman won't corner you there!"? L. I. McDougle seeks this information for the

School and College Service, Association of American Railroads, Washington 6, D.C.

* * *

B&O HAS just opened a Transportation Museum in its passenger-car roundhouse, Mt. Clare shops, Baltimore, Md. It was at this point, according to the B&O, that American commercial railroading began. Here was erected the road's Mt. Clare station, the world's oldest passenger depot, where the first tickets were sold in 1830. Here Peter Cooper built his *Tom Thumb,* the first locomotive operated on a standard-gage railroad in America.

In this roundhouse today you can see eleven historical B&O locomotives: the *Tom Thumb,* the *Atlantic,* the *John Hancock,* the *Lafayette,* the *Memnon,* Winans' *Camelback,* the *William Mason,* the *Thatcher Perkins,* the *J. C. Davis,* the *A. J. Cromwell* and No. 51, the first streamlined diesel-electric locomotive ever built. All except the first two are originals. The museum also houses famous collections of wooden models, railroad lanterns, etc.

* * *

"HOW come, no fiction stories in the July issue of *Railroad Magazine?*" asks Fred A. Mauldin, Box 1105, Omaha, Neb. "I am an ex-rail and enjoy railroad fiction."

He challenges a statement made in "Gateway to the Pacific," by Donald Sims and Richard Steinheimer, same issue: "From the Pacific coast inland to Ogden, Utah, there isn't a single north-south route." Says he: "They overlooked the Southern Pacific's line between Portland and Los Angeles."

Hugh F. O'Neil, 659 23rd St., Ogden, comments: "The SP's Salt Lake Division, extending between Ogden and Sparks, Nev., is now completely dieselized."

* * *

NEW ENGLAND'S last 4-4-0, No. 3, a switcher at the Stratton Mill, Penacook, N.H., has reached the end of the

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Donald Sims

EASTBOUND VARNISH of the Union Pacific slides by Rock River, Wyo. under a coaling tower which straddles the main line. Rock River is on the third subdivision of UP's Wyoming Division.

trail. Clinton H. Atkinson, her engineer for 15 years, has dumped her fire for the last time, reports Albert G. Hall, 41 Woodcliffe Road, Lexington, Mass. This old-timer was built by Manchester 48 years ago and named the *J. G. Porter.* She served the Woodstock Railway in Vermont until the line closed up in April 1933, after which she was sold to the Stratton Mill to replace another ex-Woodstock eight-wheeler. Freeman Hubbard, author of *Railroad Avenue,* devotes a whole chapter to that pike in his book, long a standard text among the rail-minded.

* * *

ANSWERING "Red" Warren's query in our June issue regarding the copying of train orders on a typewriter, Sanford B. Banks, 341 North Garfield Avenue, DeLand, Fla., writes: "As far back as 1894 I was copying Maine Central train orders as well as messages on an old Yost typewriter. At first, a few trainmen were dubious about accepting them, claiming that the rules specified train orders must be in writing; but I pointed out that the rule meant the orders were not to be delivered verbally.

"Although typewriters were just beginning to be used in big commercial offices, I was one of the first operators to use them in railroad work. Because of that fact, I was promoted to the heaviest job on the entire system, having 18 relays and sounders."

* * *

SPOKANE, according to Philip R. Hastings in his "Railroads of Spokane" (June issue) is "the only city west of the Mississippi River which enjoys through passenger service on three different transcontinental lines." Harold Henre, 1302 North 28th Street, Kansas City 2, Kan., corrects him: "Here in K.C. we have the same thing, the roads being the Rock Island, the Santa Fe and the Union Pacific."

* * *

ROUND-TRIP coach fares between Detroit and Cincinnati and intermediate cities have been cut about one-third by the New York Central and the B&O for a trial period, bringing the cost per mile down to approximately 2¼ cents. This reduction will be in effect until December 31st. Its purpose is to lure heavy-volume passenger traffic back to the rails.

* * *

WANTED by Paul A. Blauvelt, editor, *Long Island Railroader,* LIRR station, Jamaica, N.Y., historical material

pertaining to the LIRR for use in the road's magazine. "If you have interesting old pix, train tickets, timetables, passes, books, newspaper or magazine items of historical interest, etc.," he writes, "we'd like to see them. We are prepared to make copies, on request, and return the originals."

[redacted]

tric photo-electric recorder. According to E. A. Thompson, a division signal supervisor, certain relays did not operate fast enough for lightweight high-speed train movements. So, after making a survey with the G-E recorder, the road installed faster-operating relays to actuate the signals.

Prior to using this recorder, the WP had posted a man at the actuating point 24 hours a day in an effort to determine the cause of relay failure.

* * *

LAST STOP is the Reader's Choice Coupon (page 127) which guides your editorial crew in selecting material for future issues of *Railroad Magazine.* Some readers use the coupon, others prefer to send home-made coupons, postcards or letters. Regardless of how votes are given, all count the same. Results of balloting on the August issue show as follows:

1. Railroad Town, *Hastings*
2. Railroad through the Redwoods, *Wagner*
3. Manchester Street Railway, *Cummings and Maguire*
4. Twenty Cars a Day, *Hall*
5. The Frog Promoters, *Coil*
6. Locomotives of the Nickel Plate
7. Tunnel Troubles, *Lee*
8. Carbarn Comment, *Sanchagrin*

Best photos: Pages 38, 29, 22

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Rail Photo Service

SHUTTER BUG was on hand, way back in 1910, when this sideswipe occurred on Lake Shore & Michigan Southern at Waterloo, Ind. Passenger engine nudged a freight train setting off a hotbox

Railroad Hobby Club

ITEMS sent to the *Switch List* and *Model Trading Post* are published free, in good faith, but without guarantee. Write plainly and keep 'em short. Print name and complete address.

Because of time needed to edit, print and distribute this magazine, all material should reach the Editor nine weeks before publication date. Redball handling is given to items we get the first week of each month, if accompanied by latest Reader's Choice Coupon (clipped from page 126 or home made).

Use these abbreviations: *photo*, photograph; *cond.*, condition; *ea*, each; *elec.*, electric; *env.*, envelope; *eqmt.*, equipment; *esp.*, especially, *info.*, information; *n.g.*, narrow-gage; *negs.*, negatives; *p.c.*, postcard; *pref.*, preferably; *tr.*, train.

Do not use the term *pix* interchangeably for photos and drawings. Specify *photo* or *drawings*.

The term *tt.*, refers to public timetables, unless preceded by *emp.*, when it means employe's (operating) timetables.

(R) indicates desire to buy, swap or sell back issues of *Railroad Magazine* or its predecessors. *Railroad Man's Magazine* or *Railroad Stories*. (Specify condition of each copy.)

(*) indicates juicefan appeal.

MODEL TRADING POST

EDMUND AUSTIN, 248 Hutchinson Blvd., Mt. Vernon, N. Y., is selling part of his large O gage *Lionel* layout; wide selection outstanding items; list for stamp.

JOHN J. BROWN, 411 Fullerton Pkwy., Chicago 14, Ill., wants *Lionel* Pullman car 2624, open observation platform at one end, O gage, 14 in. long; will pay cash.

WM. H. COX, 1146½ S. Clark Dr., Los Angeles 35, Calif., will sell live steam loco, ¾ in. scale, 4-6-4 type, runs on steam or air, no boiler, fine workmanship, $600; or will trade for cameras, projector, Leica lenses, guns, diamond solitaire, stationary steam models. Also has *Buddy L* RR wrecking crane, like new, rare collectors item, $250, or trade; brand new [illegible]

[illegible] Rt. 1, Box 79, Cucamonga, Calif., wants to sell scale model elec. tr., good cond., all new, 4-unit all powered diesel, pass., frt. cars, all kinds, steel, brass, alum.; trk. now set up, ready to run. Send stamped env. for list, prices.

LEONARD F. PASIK, 1125 Sumner St., Wheaton, Ill., will trade for small metal lathe, or sell HO frt. cars, locos, electrical eqpmt. Send for list.

(*) WALTER S. POPEK, 15 Main St.,, Garfield, N. J., wants old pop trolle[illegible] ca.s, us toy tr. catalogs, esp. *Voltamp* 2200, 2220 locos with tenders, 2115, 2116 interurbans. Will buy or will trade old tinplate or new O, S, HO, TT items; has live steam locos, var. gages.

W. D. RICHARDSON, 275 Marion Ave., Painesville, O., wants used frt. eqpmt., *Mantua* Goat and couplers, regardless cond.; pays cash or swaps stamps.

ALAN K. WILLARD, you did not give your address.

SWITCH LIST

JIM ADY, 333 Ximeno Ave., Long Beach 14, Calif., will trade or buy SP, ATSF, western short line emp. tts.; esp. wants SP prior '30; has many western emp. tts. to trade.

RONALD AMBERGER, 18 Sherwood Rd., Dumont, N. J., will buy steam negs. any rd., size 616, 116; state price. Also negs., prints subways and els.

K. D. ANDERSON, 2022 E. Lee St., Tucson, Ariz., has compl. trip tr. ords.; clearances and messages for SP Tucson Div. Will trade for those of other rds. or will send free for postage.

HOWARD D. BEARD, 50 Oakwood Ave., Troy, N. Y., will sell huge collec. trsfs., tts., tr. ords. to highest bidder; send stamped self-addressed env. for compl. list.

(R) JACK R. BELL, 1533 E. 8th St., Stockton, Calif., has *Railroad Magazine* '37 to '50; 25 *Ry. Mechanical Engineer* '27 to '35; 3 issues *Transportation* '28, '29, '30; *Loco Engineers Journal* '36 to '50; all good cond. Will sell or trade for *Baldwin Locos* prior '32. Send for list, price. Wants Jan. '45, Nov. '51 *Trains*.

(R) B. E. BISHOP, 4138 Tennyson St., San Diego 7, Calif., has var. *Railroad Magazines* '33 to '52, good cond. List on request. Will buy SP tts. prior '32.

J. H. BRINCKMANN, Jr., Box 415, Stelton, N. J., has back issues *RR Journal*, glossy, illus., printed publication. Contains historical articles, steam, elec. lines; tt. info. Send 3¢ stamp for descriptive list with prices.

(*) JAMES D BROCK, 84 Chatham St., Worcester, Mass., wants photos any size Worcester Street Ry. trolleys; send list, prices.

(*) ROBT. BROCK, Jr., 720 State St., Bowling Green, Ky., wants to hear from anyone having info. or photos Valdosta (Ga.) street ry. or Memphis (Tenn.) and Rugby Ry. Co.

HAROLD BUCKLEY, 216 Leighton Ave., Silver Spring, Md., wants photos, negs. P&SR in Calif., pref. diesel. Also photos and any size negs. B&O diesel switchers; P&SR tts. Answers all mail.

(*) DENNIS CAVAGNARO, 10656¾ Wilshire Blvd., Los Angeles, Calif., will sell 5 diff. photos of the Knott's Berry Farm. Ex. St. RGW tr., 50¢.

(R) TED CHERRY, 1287 Walden Ave., Buffalo 11, N. Y., will buy *Railroad Magazines* Jan. to June, Dec. '41; Jan. '47; Jan., May, July, Sept., Nov. '49; June, Oct., Nov. '50; Jan., Feb., Apr. '51; Apr. '53. Also wants photos AB&C, A&A, B&HP, South Buffalo RR, Buffalo

Reader's Choice Coupon

Stories, features and departments I liked best in the October issue are:

1. .....
2. .....
3. .....
4. .....
5. .....
6. .....

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Dr. A. G. CHIONE, Box 36, Danvers, Ill., wants Rio Grande Southern photos, tts., passes, uniform insignia or what you have; desires photos prior '36 esp.

CHAUNCEY B. COOKE, 3433 20th Ave., So., Minneapolis 7, Minn., has tr. ords. M&StL, 10¢ to cover postage and env., pref. to be given to Rail Fan Organizations for movement of M&StL diesel over IC. Wants photos old-time M&StL power after modernization, some good negs. #620, 624, 2-8-2 engs. with stainless steel jackets.

WM. H. COX, 1146½ S. Clark Dr., Los Angeles 35, Calif., wants old annual RR passes, esp. western short lines or passes with pictures or cuts of engs. or trs. Also canceled RR stock or bond ctfs., other railroadiana incl. hardware. Quote prices.

CARTER D. CRAM, Rt. 1, Box 3820, Redding, Calif., wants photos size 116 or 616 AT&SF, GN, Milw., SP, UP, SP&S, NP, D&RGW, WP, diesel pref.

M/Sgt. GEOFFREY S. DAWSON, Hq., USARAL G4, A.P.O. 949, c/o Postmaster, Seattle, Wash., will trade histories NYC, PRR, NKP, Erie, SP, Burlington, several others, for war relics.

(R) ARTHUR H. DIBBLE, 206 Silman, Ferndale 20, Mich., will sell *Railroad Magazines* '36 to '46 compl., $2.50 per yr.; '47 exc. July, Nov., $1.50; '48 exc. June $1.; all '49 to '52, $1. per yr.; Feb., June '31, 35¢ ea.; Mar., Oct., Dec. '32, 35¢ ea.; '35 exc. Jan., Oct., 30¢ ea.; you pay postage.

PHILIP ELLIS, 3 Keiller St., Moorabbin, Victoria, Australia, would like to exch. or sell Aust. n. g. photos incl. logging rds, for overseas; p. c. 25¢ ea. Answers all mail.

(R*) LOUIS J. EURINGER, 2034 No. 35th St., Milwaukee 8, Wis., just out of army, will sell many *Railroad Magazines*, 1st 12 Vols. *Trains* Albums of photos, size 616 negs., photos, all types of railroadiana from Milw. elec. lines, Speedrail, color slides. No list; state wants. Herb Harwood and Sid Silleck, please note.

FRANK W GUERNSEY, 615 S. E. 70th Ave., Portland 16, Ore., wants to buy or trade size 616 negs. NP, GN, steam locos only; will buy late GN Distribution of Power sheet.

(*) WM. E. HALL, 6520 Miles Ave., Louisville, Ky., trades photos elec. lines. Collec. incls. English, Canadian lines.

(R) WALT HARRIS, 45 West Elm, Stockton, Calif., is selling *Railroad Magazines* Dec. '29 to date; *Trains* July '42 to date; var. *Ry. Age*. Write for list.

(*) JIM HARRISON, 5754 Colton Blvd., Oakland 11, Calif., has many trsfs. from all over U.S.; would like

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David R. Connor

COAL FOR CANADA, bound to Sodus Point. This Pennsy line, north from Williamsport, is almost entirely powered by heavy 2-10-0s. Seneca Lake is in background

to trade for street cars, elec. ry., steam pictures. Wants steam, elec. corres.

DONALD T. HAYWARD, Sr., 38 Monastery Ave., West Springfield, Mass., will sell photos steam power B&A, B&M, CNR, CPR, CV, GTW, MEC, NH, NYC, Rutland; also wants to buy or exch. negs. MEC, NH, NYC steam power; 10¢ for compl. lists.

(*) HAROLD HENRE, 1302 N. 28th St., Kansas City 2, Kans., will sell 35 mm color slides of steam engs. UP, RI, AT&SF, others; also some street cars. Send stamped env. for list.

L. B. HERRIN, 7846 East End Ave., Chicago 49, Ill., will sell compl. set unbound *Trains*, $35.

RAY F. HIGGINS, Nor. Me. San., Presque Isle, Me., sells p.c. prints BAR steam engs., diesels, eqpmt., stas., bldgs., snow scenes, etc; most all material this rd.; also prints of cars other rds.; 12¢ ea.; will send on approval.

E. L. HUDDLESTON, Box 146, Russell, Ky., will sell *World Rys.*, 1st edition, $20.; excell. cond.

(R*) WALTER HULSEWEDER, 1383 DeKalb Ave., Brooklyn 21, N. Y., will sell many *Railroad Magazines, Trains, Model RRs, Model Craftsmans*, etc.; list for stamp. Also many elec. ry., bus photos, catalogs, tts., etc.; state wants.

OLIVER R. KENYON, 403 East 4th St., Wilmington 1, Dela., wants to buy photos sizes 2½x4¼ to 8x10 incl. PRR engs. Nos. 11, 28, 30, 32, 33, 35, 45, 48, 65, 77, 78, 85, 98, 113, 129; all PRR eng. lists welcome. Wants old-timers to write.

NORMAN KERR, Cartmel, Lancashire, England, will sell American, British, European RR books, mags., photos, tkts. Write air-mail for detailed priced list.

(*) GLENN T. KING, 42 S. Quentin Ave., Dayton 3, O., will sell photos, negs. many elec. lines, mainly midwest; items sent on approval basis if desired; state wants.

JOHN R. KOCH, 5 Main St., Joliett, Pa., wants inside coal oil lamp from caboose 256E *Lionel* loco; *Railroad Avenue*, similar books. Has *Model RR, Model Builder*, etc. mags. Answers all mail.

C. KOWAL, 1846 W. 20th St., Chicago 8, Ill., has obsolete South Mountain RR Bond of 1873, size 17x26 in., beautifully engraved, official seal, excell. cond.; will trade for 100 U. S. unused 3¢ stamps.

(R) DON McCLAIN, 709 Main St., Cincinnati 2, O., needs certain *Railroad Magazines* '34 to '38, '40, '41, '47, '48, '50, '51 to compl. files. Alsa *Trains* Vol. 1 #0, Vol. 1 #1, '40; will buy or has dupl. to trade.

L. L. McDONALD, 28 W. 77th Terr., Kansas City 14, Mo., will buy emp. tts., tts., tr. ords., rulebooks AT&SF, D&RGW, UP, any Colo. RR. Wants photos AT&SF diesel classes 1, 2, 11, 16, 51, 100, 200, 300, others; also UP Diesels 900, 925, 983, 990 classes. Will buy tts. many rds. prior '39. Write 1st, state price, cond.

(*) DONALD W. MAAG, 205 Newport Ave., Webster Groves 19, Mo., will sell city bus, trolley trsfs., scheds., etc. List, free samples on request; 3¢ stamp appreciated. Answers all mail.

(R) D. R. MacGREGOR, 2643 G St., San Diego 2, Calif., will sell Vol. 1 No. 2 Nov. 1906 *Railroad Man's Magazine*, good cond., with cover, exc. 2 pgs. of ads clipped; answers all mail.

(R) KEN MARSH, 801 Yadkin St., Kingsport, Tenn., will buy Jan. '34 *Railroad Magazine*, good cond., for lowest bid.

(R) RALPH MEARS, 11618 Cornell Pl., Cleveland, O., will sell rare *Railroad Magazine, Trains, Miniature Railroader, Model RR Craftsman, Model Builder;* '34 to present; some excell. cond. Also other RR literature, incl. builders' photos Erie, NYC, Milw.; list for stamp.

(*) ARA MESROBIAN, 6810 Connecticut Ave., Chevy Chase 15, Md., will buy *CERA* Bulletins 32, 36 to 39, 41, 42, 48, 63, 76, 77, 78, 80; *Trolley Sparks* T2-2, 2-3; must be good cond. Also wants earlier issues if reasonable.

(R) ROY W. MILLER, 1018 E. McClure, Peoria, Ill., has *Railroad Magazine* Sept., Oct., Dec. '48; Aug. to Oct., Dec. '49; all '50; '51; Jan., Feb., Apr., June, Aug. to Nov. '52; some issues *HO Monthly, Model Maker, Model RR Craftsman, Model RR;* all mags. 10¢ ea., bound vols. $6. or will take offer for lot; write for list.

(*) L. D. MOORE, Jr., 2102 Parker Ave., Portsmouth, Va., has many size 616, 116 negs. ACL, Sou, SAL, N&W, Vgn, NS, others to trade for negs. Jacksonville Term. locos only. Also has many negs. abdn. street rys. to trade for negs. of elec. cars in Birmingham or Okla. City. Trades only above material.

(*) EDW. L. MULLEN, 517 Louisiana St., Vallejo, Calif., wants plans, drawings of Market Street Ry. Co. 8-wheeler, monitor roof for building of accurate model. Answers all mail on above only.

C. L. NELSON, 1719 Montreal Ave., St. Paul 5, Minn., will buy colored pictures streamlined, semi-streamlined steam locos. Write first, giving size, price.

JOSEPH R. QUINN, Box 24, Tillson, N. Y., offers photos NYC, Rdg., LV, Rut., C of NJ, C of V, size 4x5, 10¢ ea, or 12 for $1.; 5x7, 20¢ ea. or 6 for $1.; 8x10, 45¢; 11x14, 75¢; needle sharp. List, sample 25¢.

(*) F. E. REITSCHNEIDER, Box 774, Orlando, Fla., offers *NY&LI Traction*, 55 illus., 104 pgs., large track map, $1.25 p.p.

W. D. RICHARDSON, 275 Marion Ave., Painesville, O., wants photos Camelback engs.; state your material and wants.

(*) Pfc. R. D. ROSS, US 16387724, Hq. Co. 712 TBRO, A. P. O. 971, c/o Postmaster, San Francisco, Calif., sells and trades size 616 trac. and steam photos, negs. Would like to hear from all whom he owes mail.

J. W. SHAFER, 700 Cottage St., Waterloo, Iowa, wants steam traction eng. catalogs; large colored pictures of steam threshing and plowing machinery; watch fobs; circus letterheads; old RR letters.

(*) JOE W. SHANNON, 4912 30th Ave. So., Minneapolis 17, Minn., has 3 size 616 photos of 3 diff. Twin City Rapid Transit street cars to exch. for photos of cars, pref. current, from other cities.

R. C. SOLL, 888 So. Vallejo, Denver 19, Colo., has limited quantity SP spikes, $1. p.p.; no C.O.D.; will give correct milepost where spike was removed.

E. R. VAN WORMER, Slingerlands, N. Y., has Alb. and Susq. annual passes for 1865, '66, '67, '69, '70 for sale or trade for photos old steam engs., wrecks, etc.

(R) WM. S. WEBER, 6117 Buena Vista Ave., Oakland 18, Calif., wants *Railroad Magazines* containing Frank H. Spearman's *Held for Orders*, *The Nerve of Foley*, and Octavus Roy Cohen's *Epic Peters*, *Pullman Porter*; will pay reasonable price.

J. WEIGHTMAN, Box 696, Sacramento, Calif., will make a clear size 124 neg. from any size picture for $1.

(*) FRED WILLIAMS, 2115 Pacific Ave., Alameda, Calif., wants photos, info. of Tonopah & Goldfield, Las Vegas & Tonopah, Bullfrog Goldfield, Tonopah & Tidewater or Death Valley RR eqpmt. or stas.; will buy or trade for Camino, Placerville & Lake Tahoe RR, Calif. Western, Modesto & Empire Trac., SP n. g. Send lists.

GARY WILSON, 353 Penn. St., Pasadena 6, Calif., wants to exch. photos El buses for interurban photos; also HO interurban cars, good cond., state price. Also. will buy photos interurbans.

FLAGSTOPS

CLEVELAND SOC. OF MODEL ENGINEERS announces their new officers for 1953 and '54: Joseph Szuter, Pres.; Dennis Neville, Vice Pres.; Joseph Arnold, Sec.; Joseph Brickacek, Treas.; Ed Horst, Supt. of Constr. and Maintenance. The Club operates an HO model RR at 14717 Euclid Ave. (rear), East Cleveland; members comprise *pikers* from all parts of Cleveland; meetings held every Thurs. evening for operation and discussion. Visitors, new prospective members are welcome to join the Club's activities, may obtain full info. by calling Joe Szuter at WY 1-8035 or Joe Arnold at YE 2-4937.

EXCHANGE CLUB OF PITTSFIELD is sponsoring their 3rd annual family outing excursion from Pittsfield, Mass. to the Danbury Fair at Danbury, Conn. over New Haven RR on Sunday, Oct. 11th. Local stops Pittsfield to Canaan, Conn. incl. old Glendale Sta. The Club will operate lunch car and concessions; music and entertainment throughout the trip; cash prizes for best costumes. Fall foliage through beautiful Housatonic Valley at its peak on this Columbus Day week-end. Leaves Pittsfield 9:15 A. M., arriving Fairgrounds at noon. Leaves Fair at 5:10 P. M. arriving Pittsfield at 7:45 p. m. Train runs from Danbury to Fairgrounds over frt. tracks only. Several RR Museum pieces at Fair. Adults $4.50; children $2. Details, tkts. from D. C. Exford, 74 North St., Pittsfield, Mass.

NORTH JERSEY CHAPT., NRHS., will sponsor a special 6-car tr. of open-platform MU cars, (incl. combine) over the New Canaan and Danbury branches of the NH RR, Sunday, Oct. 4th. This eqpmt., scheduled for retirement, and the branch lines to be traveled are reminiscent of interurban era. Inspection and dinner stop planned for Danbury, tour of 150 miles, $3.50 from New York; $2.50 from Stamford prior to Sept. 26th. After that date a 50c surcharge will apply. Tkts. may be had from Albert L. Creamer, 96 Arsdale Terr., East Orange, N. J. Further info. from John H. Brinckmann, Jr., Box 415, Stelton, N.J.

CANADIAN RR HISTORICAL ASSOC. OF MONTREAL is organizing a Canadian week-end; Oct. 3, will tour through steam loco repair shops, main shops of Montreal Transportation Commission, see a single truck Birney Safety car, an 1894 single truck car, both in operation. Oct. 4, fall foliage excursion to Labelle in Laurentian mountains pulled by CPR steam loco; plenty of picture stops; $7.50. Address inquiries to S. S. Worthen, 3 Prospect St., Westmount, Que., Canada.

I NEED MEN AND WOMEN TO MAKE MONEY INTRODUCING AMAZING NYLON STOCKINGS (GUARANTEED AGAINST RUNS) BY GIVING AWAY FREE SAMPLE PAIRS!
The most sensational hosiery offer ever made! How would you like to give every woman a pair of beautiful nylons as a gift (regardless whether or not final purchase is made) just to prove how good they are? Man or woman—young or old—spare or full time, you can earn up to $3 an hour introducing amazing nylons that are guaranteed against runs and snags! You need no money or experience. You buy nothing. Deliver nothing. Advance cash plus huge 40% cash bonus. Here is your opportunity to solve your money problems with steady extra cash coming in every week just for your spare time! Mail postcard NOW for free sample stocking, full details and money-making outfits prepaid. Nothing to pay now or later. Absolutely no obligation.
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GUESSING GAME. Third Avenue El view, looking downtown from 63rd Street in Manhattan, produces perspective slightly different than one RAILROAD MAGAZINE staff sees from offices on 42nd Street. Landmarks include Chrysler Building, Waldorf-Astoria, Empire State Building

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- Knitted wristlets!
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